

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

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TUESDAY, NOVEMBER 6, 1906.

二拜禮

號六月一十英港香

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

### THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.  
CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... " 21,000,000  
CAPITAL UNCALLED ..... " 3,000,000  
RESERVE FUND ..... " 13,700,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO. HONOLULU.  
YOKOHAMA. SHANGHAI.  
LYONS. NEWCHANG.  
SAN FRANCISCO. MUKDEN.  
BOMBAY. PORT ARTHUR.  
TIENTSIN. CHEFOO.  
PEKING. DALNY.  
Kobe. TIE-LING.  
LONDON. OSAKA.  
NEW YORK.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LD.  
THE UNION OF LONDON AND  
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per annum on the Daily Balances.  
On Fixed deposits for 12 months at 5 per cent.

TAKAO TAKAMICHI,  
Manager.

Hongkong, 22nd September, 1906. [19]

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP ..... £800,000  
RESERVE FUND ..... £800,000  
RESERVE FUND ..... £975,000

INTEREST ALLOWED ON CURRENT  
ACCOUNT at the rate of 2 per cent. per  
annum on the Daily Balances.  
On Fixed deposits for 12 months, 4 per cent.

T. P. COCHRANE,  
Manager.

Hongkong, 16th May, 1906. [23]

### INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES  
IN CHINA, THE PHILIPPINE ISLANDS AND  
THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS  
AUTHORISED ..... GOLD \$10,000,000  
CAPITAL PAID UP ..... GOLD \$ 3,250,000  
RESERVE FUND ..... GOLD \$ 3,250,000

HEAD OFFICE:  
NEW YORK.

LONDON OFFICE:  
THREADEWELL HOUSE, E.C.

LONDON BANKERS:  
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF  
ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD

BRANCHES AND AGENTS ALL OVER THE  
WORLD.

THE Corporation transacts every Descrip-  
tion of Banking and Exchange Business,  
receives Money in Current Account at the  
rate of 2 per cent. per annum on daily balances and ac-  
cepts Fixed Deposits at the following rates:—  
For 12 months 4 1/2 per cent. per annum.  
" 6 " 4 " " " "  
" 3 " 3 " " " "

No. 9, Queen's Road Central,  
Hongkong.

H. PINKNEY,  
Manager.

Hongkong, 17th October, 1906. [20]

### NEDERLANDSCHE HANDEL- MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (L. 3,750,000).  
RESERVE FUND Fl. 5,000,000 (L. 417,000).

Head Office:—AMSTERDAM.

Head Agency:—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai,  
Rangoon, Semarang, Sourabaya, Cheribon,  
Tegal, Pecalongan, Pasoreoan, Tjilatjap,  
Padang, Medan (Deli), Palembang, Kota-  
Radja (Acheen), Telok-Semawe (Acheen),  
Bandjermasin.

Correspondents at Macassar, Bombay, Colombo,  
Madras, Pondicherry, Calcutta, Bangkok,  
Saigon, Haiphong, Hankow, Amoy,  
Yokohama, Kobe, Melbourne, Sydney,  
New York, San Francisco, &c.

LONDON BANKERS:  
THE UNION OF LONDON AND SMITHS  
BANK, LIMITED.

THE Bank buys and sells and receives for  
collection Bills of Exchange, issues  
letters of credit on its Branches and correspond-  
ents in the East, on the Continent, in  
Great Britain, America, and Australia, and  
transacts banking business of every description.

INTEREST ALLOWED.  
On Current Accounts at the rate of 2 per cent.  
per annum on the Daily Balances.  
On Fixed Deposits: 12 months 4 1/2 per annum.  
" 6 " 4 " " " "  
" 3 " 3 " " " "

L. ENGEL,  
Agent.

Hongkong, 12th February, 1906. [287]

### DENTAL SURGEON.

G. DE PERDORGE.

DIPLOMA: PARIS.

Latest Improvements Including  
PORCELAIN FILLINGS.

HOTEL MANSIONS,  
Pedder Street.

Hongkong, 1st June, 1906. [617]

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000  
(RESERVE FUND)  
Sterling Reserve ..... \$10,000,000  
Silver Reserve ..... \$20,250,000  
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

A. Haupt, Esq., Chairman.  
G. H. Medhurst, Esq., Deputy Chairman.  
G. Balloch, Esq.  
E. Goetz, Esq.  
Hon. Mr. W. J. Gresson.  
C. R. Lenzmann, Esq.  
D. M. Nissim, Esq.

ACTING CHIEF MANAGER:  
Hongkong—H. E. R. HUNTER.

ACTING MANAGER:  
Shanghai—W. ADAMS GRAM.

LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2 1/2 per cent. per annum.  
For 6 months, 3 per cent. per annum.  
For 12 months, 4 per cent. per annum.

H. E. R. HUNTER,  
Acting Chief Manager.

Hongkong, 17th September, 1906. [31]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER  
CENT. per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 PER CENT. per annum.  
For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
H. E. R. HUNTER,  
Acting Chief Manager.

Hongkong, 30th May, 1906. [12]

### DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP ..... Sh. Taels 7,500,000

HEAD OFFICE:—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hamburg Hankow  
Kobe Peking Singapore Tientsin  
Tientsin Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND  
BANKERS:

Koenigliche Stehandlung (Preussis-  
che Staatsbank)

Direction der Disconto-Gesellschaft  
Deutsche Bank  
S. Bleichroeder

Berliner Handels-Gesellschaft  
Bank fuer Handel und Industrie  
Robert Warshawsky & Co.

Mendelssohn & Co.  
M. A. von Rothschild & Soehne Frankfurt  
Jacob S. H. Stern

Norddeutsche Bank in Hamburg, Hamburg:  
Sal. Oppenheim Jr. & Co., Koeln.  
Bayerische Hypotheken und Wechselbank,  
Muenchen.

LONDON BANKERS:  
Messrs. N. M. ROTHSCHILD & SONS,  
THE UNION OF LONDON AND SMITHS BANK,  
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.  
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.  
DEPOSITS received on terms which may be  
earned on application. Every description of  
Banking and Exchange business transacted.

HUGO SUTER,  
Manager.

Hongkong, 9th October, 1906. [24]

### NEDERLANDSCH-INDISCHE HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1853.

Authorized Capital Fl. 15,000,000 (L. 1,250,000).  
Subscribed Capital Fl. 10,000,000 (Paid-up).  
Reserve Fund ..... Fl. 1,628,850.19 (L. 135,737).

Head Office:—AMSTERDAM.

Sub-Office:—THE HAGUE.

Head Agency:—BATAVIA.

BRANCHES:—At Singapore, Sourabaya, Sama-  
rang, Indramajoe, Bandoeng and Welte-  
vrede.

CORRESPONDENTS:—At Cheribon, Tegal, Peca-  
longan, Macassar, Pontianak, Padang,  
Medan, Penang, Rangoon, Calcutta, Bom-  
bay, Madras, Colombo, Karachi, Djeddah,  
Bangkok, Saigon, Shanghai, &c.

BANKERS:

London: {The Williams Deacons Bank, Ltd.  
" { Swiss Bankverein.

Paris:—Comptoir National d'Escompte de Paris.

Berlin:—Deutsche Bank.

Brussels:—Banque de Paris et des Pays Bas.

Vienna:—Union Bank.

Rome:—Banca Commerciale Italiana.

THE BANK buys and sells and receives  
for collection Bills of Exchange, issues  
Letters of Credit payable in all important places  
of the world and transacts every description of  
Banking and Exchange business.

INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per annum on the daily balance.

On Fixed Deposits: 12 months 4 1/2 per annum.  
" 6 " 4 " " " "  
" 3 " 3 " " " "

J. BOETTJE,  
Manager.

16, Des Voeux Road Central. [1044]

### Insurance.

#### NORTH GERMAN FIRE INSUR- ANCE COMPANY OF HAMBURG.

THE Underigned AGENTS of the above  
Company are prepared to accept First  
Class FOREIGN AND CHINESE RISKS at  
CURRENT RATES.

SIEMSEN & Co.  
Hongkong 18th May, 1895. [58]

## Mails.

### PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STRAITS TO SAIL ON REMARKS.

FOR	STRAMERS	TO SAIL ON	REMARKS.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	NILE	About 7th November	Freight and Passage.

YOKOHAMA, via SHANGHAI FORMOSA ..... About 9th November } Freight and  
and KOBE ..... Capt. B. W. H. Snow ..... Passage.

SHANGHAI ..... DEVANHA ..... About 16th November } Freight and  
Capt. T. H. Hild, R.N.R. ..... Passage.

LONDON, &c., via usual Ports DELTA ..... 17th Nov. } Freight and  
Capt. C. L. Daniel ..... Noon. } Passage.

For Further Particulars, apply to

Hongkong, 6th November, 1906.

E. A. HEWETT, Superintendent.

## Intimations.

### LANE, CRAWFORD & CO.

JUST RECEIVED NEW STOCK OF

## FOOTBALL BOOTS.

CHROME  
AND  
RUSSET  
LEATHER.  
FROM  
\$5  
Per Pair.

HOCKEY and CRICKET BOOTS. SHOOTING BOOTS.

LANE, CRAWFORD & CO.

Hongkong, 4th October, 1906. [40]



## 10 PER CENT. DISCOUNT.

WE beg to announce that, in consequence of the further rise in exchange,  
our prices will, from the 1st November until further notice, be  
subject to a discount of TEN PER CENT. (10 per cent.), instead of the  
Five per cent. (5 per cent.) hitherto given.

### CALDBECK MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,  
15, QUEEN'S ROAD CENTRAL.  
Hongkong, 2nd November, 1906. [46]

### THE PUBLIC HEALTH AND BUILD- INGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has  
been appointed to enquire into and  
report on the following matters, viz.:

1. Whether the administration of the Sanitary  
and Building Regulations enacted by the  
Public Health and Buildings Ordinance,  
1903, as now carried out is satisfactory,  
and, if not, what improvements can  
be made.

2. Whether any irregularity or corruption  
exists or has existed among the officials  
charged with the administration of the  
aforesaid Regulation.

The Commission earnestly invite the in-  
habitants of Hongkong and Kowloon to  
co-operate with them by forwarding any com-  
plaint they may have to make or suggestion to  
offer in connection with the matters aforesaid  
to the Undersigned.

Any person examined as a witness in the  
enquiry aforesaid, who in the opinion of the  
Commissioners makes a full and true disclo-  
sure touching all the matters in respect of  
which he is examined will receive a certificate  
from the Commission which will protect the  
witness against any civil or criminal proceed-  
ings which may be instituted against such  
witness in respect of any matter touching  
which he has been examined.

By Order,

W. BOWEN-ROWLANDS,  
Secretary.

Hongkong, 6th July, 1906. [709]

## NOTICE.

IT is hereby notified that FIELD FIRING  
will be carried out in the vicinity of Customs  
Pass and Sleepers Knoll, on the 5th, 6th,  
7th and 8th instant.

T. SERCOMBE SMITH,  
Colonial Secretary.

Hongkong, 5th November, 1906. [1070]

## BANK HOLIDAY.

IN accordance with Government Notification  
No. 922 the EXCHANGE BANKS  
will be CLOSED for the Transaction of Public  
Business on FRIDAY, the 9th November, the  
Anniversary of the Birthday of His Most Gracious  
Majesty King EDWARD VII.

Hongkong, 5th November, 1906. [1069]

## NOTICE.

THE Dressmaking and Millinery Establish-  
ment of MADAM JAY'S has been  
REMOVED to No. 14, DES VOEUX ROAD.

MADAM JAY'S are just opening  
PARIS MODEL HATS.

Hongkong, 5th November, 1906. [1067]

### CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

A FINAL DIVIDEND of One Shilling per  
Share free of tax for account of year  
ending 31st February, 1906, has been declared  
by the Directors of the above Company.  
COUPON No. 7 is payable on 2nd November  
at the Chartered Bank of India, Australia and  
China, and the Russo-Chinese Bank at Tientsin  
and Shanghai.

SHAWAN, TOMES & Co.,  
Agents.

Hongkong, 31st October, 1906. [1058]

## Intimations.

JAPAN

COALS.

### THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—SURUGA-CHO, TOKYO.  
LONDON BRANCH:—14, LIME STREET, E.C.  
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,  
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,  
Yokosuka, Nagoya, Osaka, Kobe, Maifuru, Kure, Shimonsaki, Moji, Wakamatsu,  
Karatsu, Nagasaki, Kuchinotsu, Sasebo, Milke, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A. 1. Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State  
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and  
Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and  
SOLE AGENTS for Fujitama, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura,  
Onoura, Onuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yonokibara and other Coals.

S. TANAKA, Manager, Hongkong.

### THE CITY OF PARIS,

MADAME FLINT, Manageress.

JUST RECEIVED AN ENTIRE NEW STOCK

LADIES' COSTUMES & MILLINERY

EXCLUSIVE DESIGNS FROM PARIS.

CHILDREN'S COSTUMES and COATS

IN NAVY, CREAM and CARDINAL SERGE.

BEST LONDON MAKE.

EXCEPTIONALLY LOW PRICES BECAUSE OF FAVOURABLE EXCHANGE.  
Hongkong, 23rd October, 1906. [855]

### D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 31 years' ex-  
perience in TATTOOING is a guarantee of good work and prompt execution. My  
Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained  
by any other, as their composition is only known to me. H. R. H. The Duke of York, and  
H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others  
of high rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommen-  
dations which I have received from all sources.  
Hongkong, 16th November, 1906. [55]

## COLD STORAGE.

THE HONGKONG ICE COMPANY,  
LTD., have now 40,000 Cubic feet of  
COLD STORAGE available at EAST POINT.  
Stores will be Open at 10 A.M. and 4 P.M.  
daily, Sunday excepted, to receive and deliver  
perishable goods.

WM. PARLANE,  
Manager.

Hongkong, 22nd June, 1905. [71]

## NIKKO CO.

WHOLESALE AND RETAIL DEALERS,  
in all kinds of

JAPANESE FINE ART CURIOS, TEA  
SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

5, ARSENAL STREET,  
Hongkong.

Hongkong, 28th April, 1906. [510]

### A. CHAZALON & CO.

JUST UNPACKED.

ANCHOVY IN OIL (Boneless).

STUFFED OLIVES.

SARDINES (Boneless).

Do. AU CITRON.

FISH PASTE FOR SANDWICH.

PUREE DE FOIE GRAS Do.

AND

Other Pic-nic size tins of PRESERVES,  
FRENCH BISCUITS.

HUNTLEY & PALMER'S BISCUITS and  
CAKES.

CROSSE and BLACKWELL'S SAUSAGES,  
STREAKY BACON, BATH CHOPS, &c.

ALSO

GERMAN SAUSAGES, ASPARAGUS, and other  
VEGETABLES.

Hongkong, 21st July, 1906. [16]

## Hotels.

### HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Night.

Hongkong, 15th March, 1906.

H. HAYNES,  
Manager.

### VICTORIA HOTEL,

SHAMEN, CANTON.

ON THE BRITISH CONCESSION.

### MACAO HOTEL,

## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "POWAN," ..... 2,338 tons ..... Captain W. A. Valentine.  
 " " "FATSHAN," ..... 2,260 " ..... " R. D. Thomas.  
 " " "KINSHAN," ..... 1,995 " ..... " J. J. Lossius.  
 Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).  
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).  
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONAM," ..... 2,363 tons ..... Captain H. D. Jones.  
 Departures from Hongkong to Macao on week days at 2 P.M.  
 Sunday-Special-Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.  
 Departures from Macao to Hongkong on week days at 7.30 A.M.  
 On Saturdays a Second Departure about 7.30 P.M. On Sundays at 3 P.M. (See Special Express).

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," ..... 2,119 tons ..... Captain T. Hamlin.  
 Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.  
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

## JOINT SERVICE OF THE H. K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," ..... 588 tons ..... Captain J. Wilcox.  
 " " "NANNING," ..... 569 " ..... " C. Butchart.  
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.  
 Further particulars may be obtained at the Office of the—

## HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD.

Hotel Mansions, (First Floor) opposite the Hongkong Hotel,  
 Or of LUTTERFIELD & SWIRE,  
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 5th November, 1906.

JAVA-CHINA-JAPAN LINE.  
REGULAR THREE-WEEKLY SERVICE  
BETWEEN  
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHU	JAVA	Second half November	JAPAN	Second half November
TJILWONG	JAPAN	Second half November	JAVA PORTS	Second half November
TJILATJAP	JAPAN	Second half November	JAVA PORTS	First half December
TJIBODAS	JAPAN	Second half November	JAVA PORTS	First half December
TJIPANAS	JAVA	First half December	JAPAN	First half December

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY  
OF THE

JAVA-CHINA-JAPAN LINE

Telephone No. 375,  
 YORK BUILDINGS, 1st Floor.  
 Hongkong, 19th October, 1906

## WEST RIVER BRITISH STEAMSHIP CO.

## HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI"

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 DAYS.  
 The steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip ..... \$30  
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.  
 For further information, apply to—

BUTTERFIELD & SWIRE,  
 AGENTS,  
 WEST RIVER BRITISH S.S. CO.  
 HONGKONG.

Hongkong, 6th October, 1906

EYES

RIGHT!



N. LAZARUS, OPHTHALMIC OPTICIAN,  
 8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.  
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.  
 LONDON, CALCUTTA, SHANGHAI,  
 31, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road,  
 Hongkong, 27th November, 1905.

## Dentistry.

Dr. M. H. OHAUN,  
 THE LATEST METHOD  
 of the  
 AMERICAN SYSTEM OF DENTISTRY,  
 37, DES VŒUX ROAD CENTRAL.  
 From the University of Pennsylvania, U.S.A.  
 Hongkong, 22nd July, 1905

TS'N TING.  
 LATEST METHODS OF DENTISTRY.  
 STUDIO AT NO. 14, D'ARQUILLER STREET.  
 REASONABLE FEE.  
 Consultation Free.  
 Hongkong, 20th July, 1904.

## Steamers.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

## STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTI PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

## STEAMERS.

## SAILING DATES.

PRINCESS ALICE ..... WEDNESDAY, 7th November.  
 ROON ..... WEDNESDAY, 21st November.  
 BUELOW ..... WEDNESDAY, 5th December.  
 PRINZ REGENT LUITPOLD ..... WEDNESDAY, 19th December.  
 PRINZ EITEL FRIEDRICH ..... WEDNESDAY, 2nd January, 1907.  
 SEYDLITZ ..... WEDNESDAY, 16th January.  
 PRINZ HEINRICH ..... WEDNESDAY, 30th January.  
 GNEISENAU ..... WEDNESDAY, 13th February.  
 PRUSSIAN ..... WEDNESDAY, 27th February.

ON WEDNESDAY, the 7th day of November, 1906, at Noon, the Steamship PRINCESS ALICE, Captain Ch. Polack, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 5th November, Cargo and Specta will be received on Board until 5 P.M., on TUESDAY, the 6th November, and Parcel will be received at the Agency's Office until NOON, on TUESDAY, the 6th November.

Content of Packages are required. No Parcel Receipts will be signed for less than 500 and Parcels should not exceed Two Cubic Feet in Measurement.  
 The Steamer has splendid Accommodation and carries a Doctor and Stewardess.  
 Linen can be washed on board.  
 Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

## RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
* TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

\* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltary and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

## TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE, TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

## Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE,  
VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG

(Subject to alteration.)

STEAMERS. TONS. SAILING DATES.  
 WILHELM ..... 4,763 ..... TUESDAY, 13th November.  
 PRINZ SIGISMUND ..... 3,302 ..... TUESDAY, 11th December.  
 SANDAKAN ..... 1,793 ..... TUESDAY, 8th January.

ON TUESDAY, the 13th day of November, 1906, at Noon, the Steamship WILHELM, Captain Ph. Obenauer, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return	\$80.00
TO NEW GUINEA	£38.00	£18.10	£14.00	Return	£42.00
TO SYDNEY	£30.00	£20.00	£14.00	Return	£36.00
TO BRISBANE	£30.00	£20.00	£14.00	Return	£36.00
TO MELBOURNE	£34.10	£24.10	£16.00	Return	£62.50
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return	\$170.00
TO KOBE	\$95.00	\$70.00	\$50.00	Return	\$170.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

## THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail 1st Class  
 Steamer ..... £97. 0. 0.  
 TO EUROPE VIA AUSTRALIA AND AMERICA ..... 96. 0. 0.  
 From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

## SAILINGS OUTWARDS.

## EUROPEAN &amp; AUSTRALIAN SERVICE.

FOR

STEAMERS

ABOUT

SHANGHAI, NAGASAKI, BUELOW ..... WEDNESDAY, 7th Nov.  
 SHANGHAI, NAGASAKI, PRINZ REGENT LUITPOLD ..... WEDNESDAY, 21st Nov.  
 KOBE & YOKOHAMA ..... PRINZ SIGISMUND ..... WEDNESDAY, 21st Nov.  
 YOKOHAMA & back from KOBE ..... PRINZ SIGISMUND ..... WEDNESDAY, 21st Nov.  
 \* Reaching Yokohama in less than 6 days.

## TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co. & O. S. S. Co. T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,  
AGENTS.

Hongkong, 15th October, 1906.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, May 23rd, 1905.

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## HONGKONG, HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

## TIME TABLE.

## WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.  
 7.30 a.m. to 9.30 a.m. Every 10 minutes.  
 9.30 a.m. to 11.00 a.m. Every 15 minutes.  
 11.30 a.m. to 12.45 p.m. Every 15 minutes.  
 12.45 p.m. to 1.15 p.m. Every 10 minutes.  
 1.15 p.m. to 1.45 p.m. Every 15 minutes.  
 1.45 p.m. to 2.15 p.m. Every 10 minutes.  
 2.15 p.m. to 3.00 p.m. Every 15 minutes.  
 3.00 p.m. to 5.00 p.m. Every 15 minutes.  
 5.00 p.m. to 8.00 p.m. Every 10 minutes.

## NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

## SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.  
 9.00 a.m. to 9.30 a.m. Every 30 minutes.  
 9.30 a.m. to 10.30 a.m. Every 15 minutes.  
 10.30 a.m. to 11.00 a.m. Every 10 minutes.  
 12.00 Noon to 1.00 p.m. Every 10 minutes.  
 1.00 p.m. to 5.00 p.m. Every 15 minutes.  
 5.00 p.m. to 6.00 p.m. Every 10 minutes.  
 6.00 p.m. to 7.00 p.m. Every 15 minutes.  
 7.00 p.m. to 8.00 p.m. Every 10 minutes.

## NIGHT CARS on Week Days.

## SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.  
 SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,  
 Liquidators.  
 Hongkong, 27th August, 1906.

## FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,  
 司公隆隆李  
 from Shanghai, has re-opened their FURNITURE STORE

at

No. 35, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.  
 Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—  
 "We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON &amp; Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.  
 AN INSPECTION INVITED.  
 Hongkong, 1st March, 1905.

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SELF CURE NO FICTION! MARVEL UPON MARVEL! NO SUFFERER NEED NOW DESPAIR, but without running a doctor's bill or falling into the deep ditch of quackery, may safely, speedily and economically cure himself without the knowledge of a second party. By the introduction of THE NEW FRENCH REMEDY THERAPION.

A complete revolution has been wrought in the department of medical science whilst thousands have been restored to health and happiness who for years previously had been merely dragging out a miserable existence.

THERAPION No. 1—A Sovereign Remedy for discharges from the urinary organs, spreading infection, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases.

THERAPION No. 2—A Sovereign Remedy for primary and secondary skin eruptions, ulcers, boils, and all those complaints which mercury and arsenic are popularly but erroneously supposed to cure. The operation purifies the whole system through the blood and thoroughly eliminates all impurities from the body.

THERAPION No. 3—A Sovereign Remedy for debility, nervousness, impaired vitality, sleeplessness, indigestion, and all those disorders resulting from early error and excess which the faculty is perpetually ignoring, because it is unwilling to face the fact that the system is diseased and needs a radical cure.

THERAPION is sold by all Chemists and Druggists throughout the world. Price in England 1/6 and 4/6 in order to state of the above number required, and states that the word "THERAPION" appears on British Government Stamp (a white letter on a red ground) and is so everypackage by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by all Chemists.

## For Sale.

## FOR SALE.

## THREE WOODEN LIGHTERS.

Length ..... 80' 0"  
 Breadth ..... 24' 0"  
 Depth ..... 6' 6"  
 Capacity ..... 320 tons.  
 Complete for delivery within 5 weeks from this date.

Plan, Specification and Particulars from

C. E. WARREN & Co.,  
 30, Des Vœux Road, Central,  
 and

HOO CHEONG WO & Co.,  
 51 and 52, Connaught Road, Central.  
 Hongkong, 5th November, 1906.

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## GREEN ISLAND CEMENT COMPANY, LIMITED.

## PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask ex Factory.

In Bags of 250 lbs. net \$2.70 per Bag ex Factory.

SHEWAN, TOMES & Co.,  
 General Managers.  
 Hongkong, 2nd October, 1906.

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THE HONGKONG STUDIO.  
HIGHER CLASS PHOTOGRAPHER.

41 & 43, QUEEN'S ROAD CENTRAL.  
 TOP FLOOR.

Portraits, Groups and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.  
 Hongkong 10th September, 1905.

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## FOR SALE.

WELSCH'S IN-DOOR AND OUT-DOOR 4-LIGHT GAS ARC LAMPS,

Do. BOXED LIGHTS,  
 Do. HARP LAMPS,  
 Do. MANTLES, CHIMNEYS, GLOBES, SHADES, &c., &c.,

and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers.

NAPHTHA of the best kind for GASOLINE LAMPS and GASOLINE THERMINE kept in stock.

TAI KWONG CO.,  
 109, Des Vœux Road Central.  
 Hongkong, 21st November, 1906.

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## NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10 cts) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 1st November, 1906.

## Intimation.

**WM. POWELL, LTD.,**

Ladies' Outfitters,  
ALEXANDRA BUILDINGS.

SMART OSTRICH and MARABOUT FEATHER

STOLES,  
\$10.00

to  
\$38.50

Each.

NEW BLOUSES for AFTERNOON and EVENING wear.

GLOVES, HOSIERY, FOOTWEAR, GOLFERS, MOTOR CAPS, BELTS, UNDERWEAR, LACES, CHIFFONS, RIBBONS, and a Splendid Selection of

**MILLINERY.**

REASONABLE PRICES.

**POWELL'S**

HONGKONG.

Hongkong, 5th November, 1906.

## Intimations.

K. A. J. CHOTIRMALL & CO.,  
8, D'AGUIAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND GENTLEMEN'S.  
GENTLEMEN'S SILK UMBRELLAS.  
SILK KIMONOS, LADIES' BLOUSES AND SHAWLS.  
SANDALWOOD BOXES (INLAIN).  
HANDKERCHIEF BOXES, GLOVE BOXES.  
MONEY BOXES, &c.  
LINEN HANDKERCHIEFS, JAVA SERONGS.  
MANDARIN COATS, COTTON SHIRTS.  
SILK LACE-SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906.

**TUBORG BEER.**

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

Price \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:-

SIEMSEN & CO.

Hongkong, 10th January, 1906.

KWONG SANG & Co.,  
NO. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies' and Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906.

## Consignees.

THE H. A. L. Steamship

"RHENANIA."

Captain von Hoff, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before T.O. DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 5th November, 1906.

FROM NEW YORK.

THE H. A. L. Steamship

"VANDALIA."

Captain Franck, having arrived from the above port, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before T.O. DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 8th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 21st November, 1906.

## Consignees.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "DEN OF KELLY,"  
FROM MIDDLESBOROUGH, GLASGOW  
AND LIVERPOOL.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 17th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED,

Agents.

Hongkong, 3rd November, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MALTA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:-  
From London, &c., ex S.S. Himalaya.  
From Australia.  
From Calcutta.

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 8th instant, at 3 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 2nd November, 1906.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOHR,"  
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 6th November, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th November, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th November, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 31st October, 1906.

## Auction.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by

PUBLIC AUCTION,

ON

THURSDAY,

the 8th November, 1906, at 12 o'clock Noon,

FOR ACCOUNT OF THE CONCERNED,

The American Steamer

"YRUNA."

with all her Anchors, Chains and Appurtenances, &c., to be sold on Board as she now lies off the Cosmopolitan Docks.

PARTICULARS:

Tonnage..... 853.34 gross.  
Length..... 100 feet.  
Beam..... 25 "

Depth..... 13 "

Speed..... 9 1/10 knots.

The Engines are of the Compound surface condensing type. I.H.P. 430.

For further particulars, apply to the Undersigned.

TERMS:-2 1/2% of the purchase money to be paid by the purchaser on the fall of the hammer, and the Steamer to be at the purchaser's risk on the fall of the hammer.

N.B.-A Steam Launch will leave Blake Pier at 11.30 A.M. on the day of the sale, to convey intending purchasers.

GEO. P. LAMBERT,

Auctioneer.

Hongkong, 30th October, 1906.

## THE SHANGHAI DOCK AND ENGINEERING CO., LD.

Shanghai, 31st October, 1906.

To the Editor of the

"SHANGHAI MERCURY."

SIR,-For some time past Shanghai dailies are full of acrimonious correspondence under the above heading and so far arguments urged against the adoption of the new scheme seem to be too potent to be refuted.

But the letter of your correspondent under the heading of "Another of the Public" in your yesterday's issue induces me to say a few words, how much advocates argue upon assumed presumptions. Assuming for argument's sake that the whole scheme of the promoters of the New Wharf Company is adopted which is more than doubtful and that it will be working order within twelve months, and even granting that the company will be in a position to work to advantage against the old established concerns, one has to balance the probable gain against the greater loss likely to be suffered by the holders of shares in the S. D. & E. Co.

Your correspondent seems to compute the visionary large profits of the New Wharf Company on the presumption that Sh. & H. Wharf Co. and kindred old concerns are very much behind times in every respect and will watch the working of the New Wharf Company with perfect stolidity, overlooking the fact that the well established position and financial facilities of these concerns will, if once they set to work, bring them much ahead of the New Company in no time. Even though the Provisional Directors of the new Company are men of light and leading in Shanghai, what guarantee is there that they will continue as Directors in the new concerns and lend their support in future?

We have noticed how the business of the Shanghai Docks is falling off. So far Messrs. Jardine, Matheson & Co., the agents of the I. C. S. N. Co., and Messrs. Melchers & Co. have been the chief supporters and patronizers of the above company and their representatives are on the board of Directors and when they find that the object of the New Company which is a part and parcel of the old concern is to work against their interests, does it at all stand to reason that they will continue their support to the Dock Company as heretofore? The gain, if any, to the proposed New Company will be more than counterbalanced by the actual loss and depreciation to the old concern and what one has to see is the betterment of the Dock Company and its status on a more solid and lucrative basis. Each one for himself and the devil for the rest seems to be the motto and aim of the promoters of the new scheme of which I think the worthy Directors of the Dock Company are quite aware.

The present prospectus issued by the promoters of the scheme does not show the probable earnings of the New Company on the capital so that the prospective shareholders might be able to know what return they may expect to get on their investment. The absence of such information clearly shows that the promoters wish the public to build their castles in the air.

Your correspondent need not contrast the management run by the Directors, as against that by the agents. Shanghai public have had before now full experience of the relative advantages and one need not hoodwink them any more. Thus far and no further must be the ruling principle.

Thanking you in anticipation, Mr. Editor, for the insertion of this letter in your valuable columns, I beg to enclose my card, I am, etc.,

BUSINESSMAN.

To the Editor of the

"SHANGHAI MERCURY."

SIR,-Numbers have waited patiently to see some effort put forth to improve or investigate the causes that have maintained to place our Premier Local Industry in its present undignified position.

Everybody thinks there is some cause and each individual shareholder has his own ideas on the matter. Engineering and Finance unfortunately do not go hand in hand usually; few will dispute the fact that these equally important factors have not existed in combination in the "Docks."

S. C. Farnham, Boyd and Co., Ltd., held for upwards of five years practically complete monopoly of all the work entering this port. The New Engineering Company was the only firm of any importance opposing them.

What has been the result? Desperation, displaying always a feverish and panic stricken readiness to launch any scheme, however ill advised, so long as it offered any means to avert the inevitable downfall of this gigantic mismanaged concern. I am forced to use this strong term. Had the management been sound, the many schemes and proposals submitted to the shareholders could never have been considered for the lasting good of the company, as they all tended to raise the capital which is far too high already.

All the proposals came from the Directors to cover the original mistake made in 1900, when the capital of the then existing companies was almost trebled! Who made this initial error?

Most people will say the Managing Directors, because at this period in the history of the concern these gentlemen had the complete confidence of their shareholders. Under the circumstances what other action could the shareholders take than support the proposals as placed before them? Therefore, I claim that the blame does not rest with the shareholders.

The Directors know this and have been too ready, as I have already said, to listen to the Professional Speculator, and eager to grasp at any plan to save the situation.

I do not think it necessary to enlarge on the absolute necessity of reducing the capital, as late events tend to show that is the intention in the wharf proposal now in view.

To proceed to other causes that have had their effect.

As soon as the Oriental Dock Company was absorbed, the S. C. Farnham, Boyd & Co's Directors lost no time in clearing out the staff at the "Young Dock" some justly and others simply because they were "incumbrances."

## THE SHANGHAI DOCK AND ENGINEERING CO., LD.

Shanghai, 31st October, 1906.

To the Editor of the

"SHANGHAI MERCURY."

SIR,-The Old Dock Directors being in the majority, they soon made it appear that same treatment was to be administered to Boyd and Co's staff. It is well known what happened in less than two years.

This disguised feeling of animosity has been the main cause of bringing the strong opposition that opposes the Docks on every side to-day. When Mr. Twentymann held the reins, his sympathies were entirely with his own men and the work was distributed to his own side of the establishment, so that the man in the street would know who was the power in the land!

Time brought about Mr. Twentymann's retreat and the other Managing Director got his innings. Still, he did not prove himself more than his predecessor, with the change of government, his special sphere of the last thirty-six years is having its way.

It could be argued that any change in the Managing Directorate of a concern would bring about different methods. This we readily admit; still, it is the common talk and well known that these evidences of the change of power have existed.

Large sums of money have been sacrificed in this manner, not only in the Manager's office, but in the workshops as well. The competitive feeling of the days before the amalgamation has grown into a bitter animosity amongst the foreign foremen and native workmen brought about by the sway of power.

I have endeavoured to point out some of the main causes for the present predicament, i.e., Over-capitalization, mismanagement and want of harmony right throughout the whole concern.

Who are running the successful opposition in Shanghai, but men whom the dock shareholders have paid to train and could ill afford to lose. Why is this? Mismanagement, nothing else.

In conclusion, it will be advisable to point out that the proposed wharf company is going to rob the dock company of the only property they have to enable them to compete with Japan and Europe for building river and coasting vessels.

Hanyang Iron and Steel Works will soon supply all ship quality steel. required in this port as cheaply as it can be imported.

Why kill the docks by taking away their best asset? My candid opinion is to have no more schemes that do not tend to mend the three main causes; rectify them and the docks will soon work out their own destiny!—I am, etc.,

INTERESTED ONLOOKER.

FAIR EXCHANGE, NO ROBBERY.

To the Editor of the

"SHANGHAI MERCURY."

SIR,—It's a long lane that has no turning," and it really seems as though the holders of "Dock" shares have at last arrived at the turning point in their misfortunes. A pleasant little surprise reached them yesterday in the shape of Circular No. 2 informing them that the magnanimous promoters of the now famous scheme to relieve the Company of a portion of their surplus property, having conceived the happy thought that so much hard cash would probably prove too great a shock to the already shattered nerves of the long suffering shareholders, have thoughtfully withdrawn their threat to pay them in Sycee, and will now allow them to take the amount in shares of the new Wharf and Godown Company!

"Anything for a change" as the herring said, when he got out of the frying pan into the fire!—Yours, etc.

AMUSFD.

Shanghai, 31st October, 1906.

## Notices of Firms.

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

MR. W. I. SAUNDERS has been appointed ACTING SECRETARY of the above Company as from the 1st November, 1906, and until Mr. JAMES WHITTALL'S return to the Colony.

By Order of the Board of Directors,  
E. W. MAITLAND,  
Acting Secretary.

Hongkong, 31st October, 1906.

MARINE INSURANCE.

I HAVE this day established myself in SHANGHAI as AVERAGE ADJUSTER and am prepared to undertake the adjustment of General and Particular Average and other Claims.

Telegraphic and Postal Address:

"WADMAN SHANGHAI."

H. P. WADMAN,

Corresponding Associate,

Association of Average Adjusters,

Great Britain.

22nd October, 1906.

## Entertainment.

AL FRESCO FETE.

IN AID OF THE FUNDS OF THE SOCIETY OF ST. VINCENT DE PAUL

TO BE HELD IN THE

Compound of the Roman Catholic Cathedral,

ON

SUNDAY,

11th November, 1906, from 9 P.M. to 11 P.M.

ADMISSION TICKET \$1

Which is entitled to a Souvenir on its presentation at the Souvenir Pavilion on the evening of the Fête only.

THE public is respectfully invited to inspect the various Stalls from 2 to 7 P.M. on the 11th instant during which time Machado's String Band will be in attendance.

Tea and Cakes will be served during the afternoon.

By kind permission of Lieut.-Col. A. G. FITTON and Officers of the Band of the Second Battalion "The Queen's Own" (Royal West Kent Regiment) will play from 9 to 11 P.M.

Tickets can be obtained from today at Messrs. Grace & Co., Hongkong Hotel, Stall, and at the Roman Catholic Cathedral Compound on Sunday, the 11th instant, from 9 A.M. to 7 P.M., and at the Gate on the night of the Fête.

Hongkong, 1st November, 1906.

## Intimations.

A SILLY SAYING.

"It is a common but silly opinion prevailing among a certain class of people that the worse a remedy tastes, smells or hurts, the more efficacious it is." So says a well-known English physician. He further adds: "For example, let us consider cod liver oil. As it is extracted from the fish this oil is so offensive to the taste and smell that almost everybody abhors it, and many cannot use it at all, no matter how badly they need it. Yet cod liver oil is one of the most valuable drugs in the world, and it is the greatest pity that we have not thus far been able to free it from those peculiarities which so seriously interfere with its usefulness." This was written years ago; the work of civilizing and redeeming it however has since been triumphantly accomplished; and as a leading ingredient in the remedy called

WAMPOLE'S PREPARATION

the oil retains all its wonderful curative properties with no bad smell or taste whatever. It is palatable as honey, and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and Extracts of Malt and Wild Cherry; creating a medicine of unequalled power for the diseases most prevalent and fatal among men, women and children. There is no other remedy to compare with it. It increases the digestive power of the stomach and in Blood Impurities, Weakness, Loss of Flesh, Throat and Lung Troubles, Nervous Dyspepsia, Scrofulous Affections, Thinness and Slow Development in the young, it gives quick and certain relief and cure. Dr. G. C. Shannon, of Canada, says: "I shall continue to use with I am sure, great advantage to my patients and satisfaction to myself." Has all the virtues of cod liver oil; none of its faults. You may trust it fully; it cannot disappoint or fail. One bottle convinces. Sold by all chemists.

F. BLACKHEAD &

## Intimation.



**A. S. WATSON & CO.,**  
LIMITED.

ESTABLISHED A.D. 1841.

## CONFECTIONERY.

WE have just unpacked our New Season's Confectionery, imported from the leading London and Parisian Houses including:—

CHOCOLATINES, CHOCOLATES.

CARAMELS, PRALINES, FONDANTS.

FRUIT JELLIES, NOUGAT, TURKISH DELIGHT.

PASCAL'S TOFFEE and MIXED SWEETS.

CADBURY'S SUGARED ALMONDS, BURN'T ALMONDS.

WALNUTS, MILK CHOCOLATE, NUTTONA, &c.

Packed in the daintiest boxes or in the simplest to suit the taste.

**A. S. WATSON & CO.,**  
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 26th October, 1906.

taining the causes which led to the recent friction and to tender such advice as their experience suggests to the Municipal Council on the question of the employment of Indians in police work. In passing, we may observe that it is rather humorous to observe that an officer in command of the Baluchis should have such an important duty conferred on him, especially when we remember how the Baluchi regiment in Hongkong behaved itself some time ago. But that is all past and done with, for the Baluchis of late have been models of decorum and paragons of virtue. The question now is, whether the Indians in the police force can be made to realise that their duty is not to terrorise innocent natives or act in a domineering manner towards Europeans, but to conduct themselves with honour to their corps and politeness towards the general public? It is stated by a correspondent that if these men were of any standing in their own country they would find no difficulty in joining any of the numerous Indian regiments. Although the pay of a constable in Hongkong may appear large, the deductions which have to be made for rations and sundry requirements reduce it below the balance which is handed to the Indian private soldier. He also states that by crossing the sea, the Indians lose caste and have to perform numerous religious services on their return to India, which usually involve the greater part of their savings if they are to be received into the fold again. However that may be, the fact remains that many of those in the Indian police contingents have been in trouble all along the China coast during the past few years and they are certainly no credit to their compatriots. That they are a necessary addition to the force must be a fact, otherwise the authorities would have seriously considered the question of abandoning their services long ago. But it is high time that those in charge of the Indians in Hongkong should read them a lecture on their attitude towards the public whose servants they are. It is useless to give examples or multiply instances, but many will agree that when an Indian has the opportunity of dragging a European through the street he does not always exercise that sweet reasonableness which should attach to strength and authority. Whatever the result of the investigation in Shanghai, it must have a close bearing on the conduct of the Indians in Hongkong, and, doubtless, provided a satisfactory scheme is submitted for dealing with the remaining of this branch of the force in the Northern Settlement it will come into force in this Colony also.

## TELEPHONIC CHANGES IN HONGKONG.

For several weeks, the Telephone Company in Hongkong, officially described as the China and Japan Telephone and Electric Company, has been busily engaged in erecting a new exchange system, which we are told is to revolutionise the service in the Colony. The new exchange is the latest thing in telephone systems and all the occasional stoppages which characterised the old apparatus are to be abolished. Yesterday those on the telephone register had an opportunity of testing the value of the new installation but, of course, it is too early yet for the layman to form an opinion as to the superiority of the present exchange over that which has disappeared. There is no doubt that many a genial temper and equable humour were sadly tried by the eccentricities of the former system. Whether it was the wind and the weather or the perversity of the apparatus itself frequently rendered the machine useless or a comparative nuisance, we do not pretend to know, but this much is certain the telephone had a curious faculty of getting out of order just at the very moment when its service would have been most valuable. This does not reflect on the capabilities of the operators or the methods of the mechanical staff, for there is every reason to believe that they, in their different departments, did everything in their power to provide for the convenience of those using the telephone. Indeed, nothing but praise has to be accorded by all who had occasion to employ the telephone during the hours following the recent disastrous typhoon. The lines were "down" in every direction, circuits were broken and for a time the telephone was more of an ornament than anything else. But with a celerity which was highly commendable and testified to their anxiety to accommodate their customers and patrons, the Telephone Company had matters set right once more and the wires were working as usual. Naturally this is an argument in favour of underground wires, and if the Company is wise it will profit and no doubt has profited from the experience gained by the succession of storms which swept the Colony in September last. Some new rules with regard to the procedure to be adopted in ringing up the Central for connection with another member have been issued by the Company, and they afford food for reflection and perhaps amusement. For instance, it appears that the operator should answer your ring within ten seconds, and should never be more than thirty seconds in

doing so. Considering that there are only some 550 customers on the telephone directory, thirty seconds seems a somewhat lengthy period during which to await the pleasure of the "hello girl"—as she is somewhat flippantly termed in the United States—but we shall probably have seldom to exercise our patience for the maximum time. What will engage the attention of most people is the fact that a son of musical box has been attached to the telephonic apparatus—a new form of the soft answer which winneth away wrath. Supposing some irritable individual rings up Central and calls for a number, the gentle operator will no longer tell him bluntly that he can't have it because it is engaged. Instead, the soft strains of a musical note will be wafted to his ear, and even if he does indulge in epithets they will be drowned in the cathedral-like echoes of the lost chord. No longer will the operator threaten to report the man of wrath to the manager, or lead the listener into a frenzy by judicious sarcasm. Again, if your number will not answer—a somewhat vague statement—you will be treated to another nocturne with variations. So, that people may sit at home around the cheerful telephone and enjoy all the benefits of a free gramophone entertainment. In this way the family will be led to a love of music while the savage breast will be soothed. It is just possible that the musical arrangement may come to be regarded as a punishment for sons of omission, the head of the household threatening to turn on the telephone if there is any more clamour but, we trust, that lies in the dim and distant future. In the meantime we can only congratulate the Telephone Company on bringing their apparatus to the highest pitch of modernity and combining with that desideratum all the benefits of the musical world.

## LOCAL AND GENERAL.

The Consul-General for the United States in Hongkong reports that he received the following typhoon warning from Manila Observatory this forenoon: "Cyclone, north Yap Island western Caroline. Direction unknown."

In a *Gazette Extraordinary* issued last evening, His Excellency the Governor-in-Council has given directions for the rescission of Proclamation No. 4 of 1906, declaring Manila to be a port of call at which an infectious or contagious disease prevails. The Proclamation has, accordingly, been rescinded.

LANCE-SERGEANT Appleton, of Yumaiti Police Station, summoned the coxswain of the steam launch *Fun Sun* to the Police Court this morning. The charge against him was that of blowing his whistle unnecessarily at 6.30 o'clock on the 2nd instant, while lying alongside a wharf at Yumaiti. The man admitted the offence, and Mr. F. A. Hazell fined him \$10.

To King Chai, a cook, employed in the Po Hing Theatre, Yumaiti, was arrested last night by P.C. 77 Foley, for blocking the exits of the theatre. He came before Mr. F. A. Hazell, at the Police Court this morning, and pleaded guilty in the charge. The cook, it appeared, had the exits of the theatre blocked with bath bricks. He was fined \$5.

INSPECTOR Warnock, on behalf of Mr. F. J. V. Roberts, summoned the bearers of chair No. 355 before Mr. C. A. D. Melbourne, at the Police Court this forenoon, for demanding more than their legal fare, and using abusive and insulting language towards the complainant, on the 30th ultimo. They denied the charge and evidence was called. The Court found the men guilty and fined each man one dollar.

OVER a hundred members of the China Association at Shanghai, and guests, sat down on 31st ult. to the complimentary dinner at the Shanghai Club to Sir Charles Dudgeon, who, with Lady and Miss Dudgeon, leaves Shanghai on Saturday for India en route to England. Mr. P. Skottowe, the new Chairman of the Association, was in the chair, and interesting speeches were made, but we have no space for further reference in this issue. Yesterday afternoon at Mr. H. E. Hobson's house in Babbington Road, Sir Charles and Lady Dudgeon held a farewell reception which was attended by nearly all Shanghai.—N. C. D.

Tai Chan Sam and Li Tai Tung summoned the master of the Kwong Man Cheung firm, of Nos. 218 and 220, Third Street, West Point, before Mr. F. A. Hazell, this morning, at the Police Court for infringing the copyright in the trademarks, the sole property of the complainants. Mr. P. W. Goldring, of Messrs. Goldring and Barlow, who prosecuted, informed the Court that the matter had been settled and asked to withdraw the case. It appeared that the defendant firm had agreed to pay all costs and to return to the complainants all the infringed labels. The Court had no objection and the case was withdrawn.

## THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory. On the 6th at 12.25 p.m.—The barometer has fallen over N. China, and risen slightly at most of the other stations. The depression, which may be slowly filling up, appears to be almost stationary to the S. or S.E. of Formosa. The high pressure area remains central over the continent to the North of the Yangtze. N. and N.E. gales will continue in the Formosa Channel and the N.E. part of the China Sea.

## FORECAST.

1.—Hongkong and neighbourhood, N. winds, fresh to fair.  
2.—Formosa Channel, N.E. gales.  
3.—South coast of China between Hongkong and Lamook, N. winds, strong.  
4.—South coast of China between Hongkong and Hainan, same as No. 1.

## S.S. "HANKOW" FIRE.

## FINDING OF THE COURT.

At the Harbour Office this morning an inquiry was held into the cause of the burning of the s.s. *Hankow*, on the 14th ult., at her wharf. Lieut. C. W. Beckwith, R.N., Marine Magistrate, presided, and with him as assessors were Lieut. Henry Butterworth, R.N., of H.M.S. *Tamar*; Captain Edward Baham, of the s.s. *Empress of India*; Captain Colin Hannott of the s.s. *Sierra Morena*, and Captain John Mattock of the s.s. *Amara*.

Captain Benjamin Roper Baneh, Captain of the s.s. *Hankow*, stated that he left Canton on the night of the 13th ult., the weather being then fine. Nothing unusual occurred during the voyage. He arrived at his wharf at 3 a.m. on the 14th ult., and after she had made fast, he rang off steam and went to his cabin. There were seven European passengers on board as well as 450 Chinese, and 61 members of the crew. At about 3.15 a.m. he was standing at the door of the chief officer's cabin talking to him about the arrangements for the next trip, when the Portuguese and Indian watchmen went running along the starboard alleyway from aft reported "fire lit." Witness said to the chief officer: "Come along and see what the fire is." He could not then see whether the fire was on the upper or lower deck. They went as quickly as possible down on to the main deck, taking with them two fire buckets filled with water. There was great crush of Chinese passengers trying to get ashore both from the upper and lower gangways. On arriving on the main deck witness saw the fire coming up from the midst of a pile of matting. There was much smoke and the deck was on fire underneath. He then ordered the chief officer to screw on the hose. The fire extinguishing appliance was situated on the port side of the engine-room casing. Witness stayed with the watchmen, and endeavoured to pull down the matting to get at the fire, but it was such a solid block he could not get it down. He then told the watchmen to remain there and try to regulate the passenger traffic through the main deck, to prevent panic. Seeing the rapidity with which the fire was spreading witness went personally on to the upper deck to help them in getting the hose quick. He met the chief officer on the port upper deck, who said the engineers could not get to the engine-room as it was full of smoke and fire, and they were therefore unable to start the steam-pump. Witness told him to start the after hand pump. Seeing the chief engineer coming out of the engine-room, he asked if it was possible to give him steam, and he said it was impossible as no one could stay in the engine-room. Then he saw two ladies passengers standing forward; they were very frightened. He went to them, and they asked if there was any danger. Witness said there was, and immediately took them on shore. He then went back to the fire. He noticed that nearly all the Chinese first-class passengers had left the ship. He then found the fire had spread so rapidly that the Chinese third-class quarters were entirely shut off. The whole of the upper deck was on fire, and the women's quarters were also shut off. He then went to the gangway and endeavoured to hurry up the passengers to get ashore. The fire went on increasing rapidly so witness had to get to the upper deck, going through the saloon to satisfy himself that there were no passengers left there. The smoke and fire had then penetrated to the ladies' cabin on the upper deck forward and finding it was hopeless to try to do anything he went ashore. He returned immediately to try and save the ship and his own papers, but he could not get to them. The number of passengers who availed themselves of the opportunity to go ashore on the alarm, would be between 400 and 500. A lot of them had gone before the fire, and there was a constant stream, using three gangways until the end. The Chinese were allowed to use all the gangways. When alongside the wharf the fire arrangements were to couple up the hose so that they could reach to every part of the vessel. There were steam pumps, and auxiliary hand pumps. There was always steam for working the pressure. He could not say how many pounds of pressure he would get, but it was sufficient to couple with any ordinary fire. There were also hose pumps which were used for washing the decks, and they could be used for fire extinguishing. They were fixtures on the deck, and were so placed that with a sufficient length of hose they could reach every part of the ship.

By the Court: Do you ever consider it necessary to exercise your crew at fire stations?  
Witness: No, it has never been done.

The Court: Have you any printed fire regulations or instructions, fixed conspicuously about the vessel?  
Witness: No.

The Court: Then how do you expect your crew or officers to give any intelligent co-operation in the event of fire?  
Witness: The crews are constantly changing so that it is impossible to train the men in any way, and the officers change about once every two or three months. In the event of fire the officers, who are continually on board, and in touch with the Chinese crew, would be able to at once get the crew to deal with any ordinary fire, as the pumps, as I have explained, are always in working order.

The Court: Was it possible for any steamways to pull out any portion of the matting and then stow away, and cause the fire by carelessness without any one being the wiser?  
Witness: No; they could not pull out any of the matting; they might stow on top without any one knowing, and then by carelessness in smoking might cause the fire.

The Court: How many connections from the engines could you get?  
Witness: Three; one on each deck; the hose was kept quite near and handy to the connections.

The Court: Do you think if you had drilled your crew at fire stations, as is customary, they would have been any assistance to you in this instance?  
Witness: No, I do not think so.

Continuing, witness said that efforts were made to couple up the hose, but it was impossible to do so owing to the thick smoke in the vicinity of the fire. He did not consider it wise at night, with passengers on board, to keep his electric lights on until morning. They had very good lamps on board.

Mr. Holmes, chief officer, said when the fire was first reported on the morning of the 14th ult., he was talking to the captain on the saloon deck on the starboard side, when the Indian watchman came running along and reported the fire. The captain then told him to come along and see what the matter was. They went aft on the main deck, and there witness saw flames about eighteen inches from the upper deck on top of the pile of matting. The captain instantly ordered him to couple up the fire-hose, and witness made the necessary connection with the engine-room. He then followed the engineer down to the engine-room, on the lower deck, intending to use the length of hose on the fire-branch which is situated on the outside of the engine-room casing. As soon as he opened the engine-room door a vast quantity of dense smoke rushed through, and they turned back, witness taking the length of hose with him, and making his way to the after end of the saloon deck, where there is a glass pump. At the gangway he found the flames bursting out of the after saloon and he could not go any further. Finding he could do nothing there he went on to the wharf to assist with the hoses. There were no printed fire instructions on board the vessel. There were no fire-drills, but in the event of fire he would direct the operations himself. It was useless to drill the men, for they were never the same from one week end to the other; they were so constantly changing.

The Court: Have you any printed form of boat-station regulations in the event of abandoning the ship, on account of wreck or fire at sea?  
Witness: No.

The Court: Were all the gangways made available for use by the Chinese passengers, and, if so, how long after the fire started?  
Witness: All the gangways were shipped in position before the fire, broke out—about five minutes.

The Court: Could the passengers use all the gangways?  
Witness: Not on the saloon deck; that was for the use of Chinese first class passengers.

Witness: No, I do not think so.

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The Court: Could the passengers use all the gangways?  
Witness: Not on the saloon deck; that was for the use of Chinese first class passengers.

The Court: But after the fire started?  
Witness: Then all gangways were in use, and were used by all the passengers.

Some discussion here arose on the subject of stowing cargo on the same deck where passengers were carried, when the President stated that there was nothing in the local regulations to prevent it.

The second Officer was then called, and said he was just going into his room when he noticed a lot of smoke coming up from aft, and he went to see what it was caused by. As he went along the deck he met the Chief Officer who was trying to couple up a length of fire-hose to the fire-branch. The fire was on the saloon deck when witness first saw it, as it had burst through from the lower deck. Witness then went to the saloon to see if there were any passengers there, so that he could help them ashore. He found there were none, and then made two attempts to get to his cabin to save his papers, but failed in both attempts. He then went towards the forward gangway and met the third engineer, whose cabin adjoined witness's, and who was also trying to get to his cabin to save his papers, but witness told him what the condition of that part of the ship was, and advised him not to attempt to reach his cabin.

They then went ashore to lend a hand in any way they could. There were no fire regulations printed and hung up on board, and he had never seen any fire-stations drill carried out on board. There was a boat-station regulation on board, but he did not remember whereabouts on the ship he had seen it, but he thought it was in the saloon. When they had straw or straw-matting as cargo they had it carefully stacked up, to prevent passengers from getting on top.

The Chief Engineer said he came out in the *Hankow* in 1877, and rejoined her as Chief Engineer in 1883. He stopped the engine about twenty minutes before he reached the wharf. That is, he stopped stoking at about 2.30 a.m. to let the fires down. That would enable him to give 40 lbs. pressure on each fire-branch, if he had been able to get to his engines. They generally switch off the electric light about twenty minutes after making fast, as that has always been the custom. They are only kept on to give the passengers time to get ashore. They have very good and efficient lights to take the place of the electric light on board. In the engine-room there were no regulations in case of fire; but communication with the deck was always open, for the purpose of co-operation. Steam was always available for pressure in the main boiler, and there was also a donkey boiler, and hand pumps. There was a speaking tube from the bridge to the engine-room, but it was more usual to send orders down to the engineers by messengers. On the morning of the 14th ult., witness went below, and met the second engineer, and told him to turn on the steam, and then he found the place was full of choking smoke, so he had to return to the deck. Then the captain told witness it was impossible to do anything, and said he had better get ashore at once. The Chinese firemen had been on the ship a long time; some of them over ten years—they made the ship their home. They knew their work thoroughly, and knew what to do in case of any alarm. Witness had been in the vessel twenty years.

After theiffin adjournment the second engineer was called, and stated that he tried to get up steam, but it was impossible to stay in the engine-room, so he made his escape over the stokeholds, and went on to the wharf, and there assisted in getting the water on to the vessel. Witness had been eighteen months on the *Hankow*, but he had never seen any fire or boat-station exercises in conjunction with the deck crew, nor had he seen any where on board.

any printed directions by which they might know where to go,—that is, which boat to go to, in case of fire or wreck at sea.

The third Engineer, sworn, said he had been on the *Hankow* two years. When the fire alarm was given he was asleep in his cabin. He was awakened by an unusual noise about 3 a.m. on the 14th ult., and went forward to see what the matter was. He found there was an alarm of fire, and so he tried to get back to his room to save what he could, but he met the second engineer who told him it was impossible to get back, and then he saw the whole ship was on fire. He saw he could do nothing, so went on the wharf to see what he could do there. He had never seen on board the ship any instructions which would tell him what boat to go to in the event of wreck, collision or fire at sea, should the vessel be abandoned.

Captain Branch, re-called, said he was perfectly certain there were no printed instructions on board the *Hankow* as regards fire and boat stations.

The Court: But one of your officers has stated that he had seen one—how do you account for that?

Witness: He must have been thinking of a former ship; he has only been on board a short time.

The Court: Is there anything unusual in carrying straw matting or braid matting on the passenger deck?

Witness: No, it has been the practice for thirty years—it is a daily occurrence. Have you any idea as to how the fire arose?

—No; all I know was that I saw the vessel on fire, but I cannot say how it originated.

Is smoking allowed on that deck?—Yes! It is impossible to stop it amongst Chinese passengers.

## THE FINDING.

After a brief retirement the President announced that the finding of the Court, was as follows: We find that the s.s. *Hankow* left Canton on the night of the 13th ult., for Hongkong, Benjamin Branch being master, and after an uneventful passage made fast to her proper moorings. The *Hankow's* cargo consisted of raw silk, straw matting, and vegetables. The straw matting was stowed on the passenger deck aft. The *Hankow* made fast alongside her pier at 3 a.m. on the 14th ult., and then certain passengers went ashore, although the greater part remained on board, as is customary, until daylight. That at 3.7 a.m. the alarm of fire was first given aft, amongst some straw matting stowed on the passenger deck. Strenuous efforts were then made by the master and officers to get at it and put it out, using buckets pending the arrival of the fire-hose driven off the main boiler, but without success, owing to the tremendous amount of smoke which spread its way into the engine-room making it impossible for anyone to remain down there. That the vessel was well found in fire appliances, pumps, etc., which were constantly exercised for washing decks. The master and officers did all in their power to save life and property, but owing to the rapidity of the fire and the fierceness of the flames, without success. That the Fire Brigade turned out smartly and gave every assistance, supported by a naval pump and contingent under Lieut. Anderson, of H.M.S. *Florida*. That we, the Court, are of strong opinion that, as a precautionary measure, all cargoes of light texture such as straw-braid or matting, when carried, should be so stowed under hatches, or so blocked off or screened off, in such a way as to be impossible of access by any passengers. Also we consider the ordinary fire regulations and boat-stations should be hung up in some conspicuous part of the vessel in these river steamers, and that the fire arrangements should be exercised and logged once a week, so that in the event of fire some successful effort might be made to cope with it on board. This, in the opinion of the Court, can only be done by constant practice with the crew, and will take some fifteen minutes weekly, if properly organized. We deplore and regret the immense amount of life lost, but after searching inquiry we consider that everything was done that could be done to save life, by the master and officers under the circumstances. Therefore the Court absolves the master and officers from all blame.

## CHINAMAN'S MYSTERIOUS DEATH.

## FOUND UNCONSCIOUS IN BACK LANE.

A Chinaman, in an unconscious condition, and bleeding freely from the mouth, ears, nose, and with his left leg broken, was found by the police in a back lane at the rear of No. 183, Station Street, Mong Kok, yesterday afternoon. The matter was communicated to Yumaiti Police Station and the unconscious man was removed to hospital. Some minutes later the police went out and arrested two coolies, who, they alleged, knew more of the matter than they chose to tell, for it was stated that prior to the unconscious man being found the two coolies were seen nearby. They were immediately entered on a charge of maliciously causing grievous bodily harm. A note to the police from the Government Civil Hospital this morning stated that the man died at 8.15 o'clock last night, never regaining consciousness. The police were therefore unable to get the man's name or his dying statement. The charge against the two men now in custody will not be altered to that of murder, unless more light can be thrown on the tragedy, for as far as the case goes at present no one knows how the unfortunate man came by his death. In lieu of evidence the police are of opinion that the man did not meet his death through foul play, their theory being that the deceased while trying to gain admittance to one of the houses by means of the water-spout lost his hold while in mid-air and fell to the street. They will, nevertheless, hold the two prisoners until the inquiries they are now making are completed. The prisoners were placed before Mr. F. A. Hazell, at the Police Court this morning, who ordered their detention in police custody for one week, pending further inquiries.

## SHIPPING AND MAILS.

## MAILS DUE.

Indian (*Arratoon Apar*) 8th inst.  
American (*Nippon Maru*) 12th inst.  
India (*Kutani*) 15th inst.  
Canadian (*Athenian*) 15th inst.  
Canadian (*Empress of Japan*) 18th inst.  
The s.s. *Shawmut* sailed from Yokohama on 4th inst.  
The Great Northern s.s. *Kinnikinnick* from Seattle arrived at Yokohama 5th inst.  
The Java-China-Japan *Lijn* s.s. *Tjismah* left Macassar for this port on 5th inst., and may be expected here on 13th inst.

## TELEGRAMS.

## "HONGKONG TELEGRAPH" SERVICE.

## ANTI-FOREIGN CHINESE.

## ENGLISHMAN MURDERED AT PEKING.

[From Our Own Correspondent.]

Shanghai, 6th November, 3.30 p.m.

An Englishman, named Pless, was found murdered at Peking on Saturday.

It is presumed that the deed was committed by disaffected Chinese.

## ANOTHER SHANGHAI OUTRAGE.

## TWO FOREIGNERS ASSAULTED AND MALTREATED.

TAOTAI'S AID SOLICITED.

[From Our Own Correspondent.]

Shanghai, 6th November, 3.30 p.m.

On Saturday, two foreigners left Woosung on a walking trip to Shanghai.

They had proceeded well on their way when, on Sunday evening, they were assaulted and maltreated by a gang of villagers.

One of the foreigners was bound hand and foot and thrown into a creek.

The other escaped from his assailants and hid in the paddy fields all night.

Representations have been made to the Taotai on the subject.

## DEATH OF A YOUNG NEW ZEALANDER.

The death occurred yesterday, after a brief illness of Mr. W. E. Craig, a young New Zealander, who had been employed for some time as an assistant in the firm of Messrs. Reiss and Co., Hongkong. Mr. Craig had been residing at the Peking but having suffered recently from an attack of dengue fever, with other complications, he decided to leave his summer quarters for the lower level. Accordingly he came to the city yesterday morning and made arrangements to resume apartments which he had previously occupied. In the afternoon he was found dead in his rooms. One of the sad features of the case is the fact that preparations had been made for his marriage to-morrow to a young lady who had just arrived in Hongkong from New Zealand.

## SALVING THE "SOROGONO."

SATISFACTORY PROGRESS IN OPERATIONS.

For some days past operations have been in progress by members of the Kowloon Dock staff for the refloating of the American S.S. *Sorogono* which foundered off the shore-logs on the 18th September last. The wreck has since been sold to the Dock Co. for \$3,500 who are raising the wreck on their own account. The dredger *Canton River*, so efficient in the successful refloating of the *Kinsman*, takes a prominent part in salvaging the *Sorogono*. She has been moored near the wreck with pumps aboard working steadily to lift the submerged vessel. To assist in refloating the *Sorogono* two wooden caissons were built by the Dock Co. with these and other salvaging appliances employed the *Sorogono* should be on the surface again by next week. When refloated it should prove a profitable venture for the purchasers of the wreck.

## THE ROYAL HONGKONG GOLF CLUB.

The monthly competitions for the Captain's Cup and May Cup were held at Happy Valley from the 3rd to 5th November, 1906. The following returns were made:—

CAPTAIN'S CUP.	
Mr. R. M. Grosse, R.G.A. 92-10-80	
Mr. T. B. Norris, R.G.A. 8-7-81	
Hon. Mr. F. J. Budeley, 91-10-81	
Hon. Mr. W. J. Gresson, 94-12-82	
Mr. T. C. Gray, 97-9-88	
MAY CUP.	
Mr. F. Paget Helt, 10-18-82	
Mr. P. Tester, 105-23-82	
Major H. Broke, R.E., 100-17-83	
Mr. J. R. Wood, 105-18-87	
POOL.	
Mr. C. B. Down, R.G.A., 83-4-79	
Mr. L. M. Crosse, R.G.A., 90-10-80	
Mr. H. T. Butterworth, 93-12-81	
Mr. E. J. Grist, 83-1-82	
Hon. Mr. W. J. Gresson, 94-12-82	
Mr. A. Broke-Smith, 93-9-84	
Mr. T. C. Gray, 97-9-88	

\* Winner of Captain's Cup.

\* Tie for May Cup.

\* Winner of Pool.

The next competition, for the Robertson Farewell Cup, will be held at Happy Valley from the 10th to 12th November, 1906.

## TELEGRAMS.

[Reuter's.]

## Storm in the Riviera.

LONDON, 4th November.

A great storm, accompanied by a tidal wave, has done much damage in the Riviera. Nine torpedo boats have been wrecked at Toulon, and the shipping has suffered severely.

## The Borough Elections.

The elections for the Borough Councils in England show a sweeping victory for the Moderates. In London the Progressives and Labourites were everywhere routed.

Later.

Mr. Balfour, in a speech in London, on the Borough Council elections, said that the results showed the country was beginning to see through the platitudinous pretence, by which the Government obtained office.

## North Pole Exploration.

Advises received at Hopedale, Labrador, state that the explorer Peary is returning, after having reached 87.6 deg. the farthest north yet achieved.

The Governorship of New York. The campaign for the governorship of New York surpasses all previous elections for passion and vehemence.

Later.

President Roosevelt, being unable to personally participate in the governorship of New York, has commissioned Mr. Root to declare that the election of Mr. Hearst will injure and discredit honest labour and honest capital. Mr. Root denounced Mr. Hearst as a deliberate demagogue, an exploiter of sensationalism, an apologist for the murderer of President McKinley, and an upstirrer of needless discontent. After Mr. Root's speech, the betting on Wall Street in favour of Mr. Hughes, advanced to 4 to 1.

Wireless Telegraph Convention. The Wireless Telegraph Convention has been signed. It is understood that the British Delegate is satisfied with the results and believes that naval interests are fully safeguarded.

## "MANILA SHIPBUILDING" CONTRACTS.

HONGKONG AWARDED PART.

It will be remembered that, on the 27th September last, we printed in a special telegram, the detailed tenders for the building of four vessels for the Quartermaster's Department of the U.S. Army in the Philippine Islands. The Hongkong Dock Co. and the Shanghai Dock Co. were the only firms which submitted tenders covering all the works. We now learn that the contract for building the steel launch has been awarded the Hongkong and Whampoa Dock Co. Ltd., at the cost of \$175,540 (gold), the launch to be completed in 7½ months. The award for the sea-going tug, the stern-wheel steamer and the hull for a steam launch has been held in abeyance.

## CANTON DAY BY DAY.

SIR MATTHEW NATHAN'S INVITATION DECLINED.

[From Our Own Correspondent.]

Canton, 5th November. The British Consul-General here transmitted to H.E. Viceroy Shun a telegram from the Governor of Hongkong, H.E. Sir Matthew Nathan, inviting the Viceroy to pay him a visit when he reaches Hongkong, en route for his new post. The Viceroy has declined the invitation on account of his ill-health.

## PROPOSED RAILWAY BANK.

A certain wealthy gentleman of Canton has consulted with Mr. Lo Yeh Shun, a member of the committee of the Yue-hai Railway Co., with the view of establishing a banking corporation in connection with the railway company with a capital of \$4,000,000. This gentleman volunteers to subscribe half of the capital, if the company subscribe the other half. A meeting of the company will be called in a few days time, to consider the matter.

## "SAISAN" PIRATES EXECUTED.

On the 3rd instant, three pirates, who were charged with being privy to the raid on the s.s. *Saisan* were beheaded on the Execution Grounds, by order of the Viceroy. On their way to the grounds, they showed not the slightest sign of fear and sang and chanted gaily as they went along.

## THE RICKSHA ROYALTY.

The Po Wan Company has applied to the Sin Hau Kuz (Board of Reorganisation) for the privilege of running rickshaws on the new bond for an annual royalty of \$15,000 for a term of 10 years. In reply the Department states the standing royalty for the privilege for this ricksha traffic is quoted at \$20,000 for a term extending three years only and that the Company's application will not be granted on the aforesaid conditions.

## CANTON CHAMBER OF COMMERCE.

About a month ago a committee of about 50 members of the Canton Chamber of Commerce were elected unanimously, but the positions of president and vice-president have not yet been decided upon. Telegraphic instructions have now been received from the Board of Commerce (Shanghai) at Peking, asking the Chamber to furnish the Board with a list of the different officials of the Chamber, together with the names of the president and vice-president, for registration. A public meeting will be held on the 6th instant, to elect these officers and the names will be transmitted to the Shanghai at an early date.

## THE CANTON-HANKOW RAILWAY.

H.E. Viceroy Chang Chi-tung wired to the Board of Commerce and H.E. Viceroy Yuan Shi Kai, requesting them to send Mr. C. W. Kinder, the French engineer of the Pei Yang Railway, to the South to be the Chief Engineer of the Canton-Hankow Railway. It is understood the application has been refused.

## THE SHANGHAI DOCK AND ENGINEERING CO., LD.

## THE WHARF AND GODOWN SCHEME.

## EXTRAORDINARY GENERAL MEETING.

An extraordinary general meeting of the above company was held at 26, Broadway, Shanghai, on 1st inst. for the purpose of considering a proposal which had been made by thirty-eight shareholders for the formation of a Wharf and Godown Company to acquire the Old Dock property and part of the property between the Cosmopolitan and International Docks.

Mr. John Prentice (Chairman) presided. The Secretary read the notice convening the meeting.

The Chairman—Gentlemen, this meeting as you have heard has been called by thirty-eight shareholders and I believe Mr. Taylor is going to propose a resolution. Mr. Taylor:

Mr. Taylor—I will not propose it. Mr. Hogg will.

Mr. E. Jenner Hogg—I rise formally to propose the following resolution, of which notice has been given:—That the directors be and they are hereby authorized to dispose of the property known as the Old Dock, situated in Hongkew, and of part of the property situated between the Cosmopolitan and the International Docks, as lately advertised in the public press to a new company to be styled "The Wharf and Godown Company, Limited," for the following consideration, namely, that each shareholder in the Shanghai Dock and Engineering Company, Ltd., shall receive one fully paid-up share of the value of Tls. 25 in such new company for each share held by him in the Shanghai Dock and Engineering Company, Ltd.—I am aware that an amendment is to be put, and I shall therefore not speak on this resolution. It is an amendment which has my full concurrence, and it will be brought forward after this resolution has been seconded.

The resolution was seconded. Mr. F. E. Taylor—The promoters of the scheme to be submitted to you to-day have been informed that the wording of the resolution, as read to you, does not sufficiently safeguard the interests of the shareholders in the Dock Company; and as it has been taken in hand for your benefit they have had it amended by a lawyer, and have deputed me to move it, as redefined, in the form of an amendment to the original resolution. I, therefore, beg leave to propose the following amendment:—

That resolution No. 1 shall read: "That the Directors be and they are hereby authorized to dispose of the property known as the Old Dock situated in Hongkew and of part of the property situated between the Cosmopolitan and International Docks as lately advertised in the public press to a limited company to be incorporated under the Hongkong Ordinances with a capital of Tls. 1,750,000 in shares of Tls. 25 each and having for its principal object the construction of wharves and godowns on the property to be sold, and the carrying on of the business of wharfingers, and that the consideration for such sale shall be the sum of Tls. 1,350,000 to be satisfied by the allotment issue to this Company of their nominees of 55,200 fully paid-up shares in the capital of such proposed new Company."

I may mention here that the second resolution regarding the reduction of capital will not be moved, as we are advised that it is unnecessary and premature at this stage. It concerns a matter which may be left to the Directors, and which would not be convenient to deal with until the arrangements with the new Company are satisfactorily completed. Before saying anything regarding the amended resolution, I wish to correct certain misconceptions, I might almost call them wilful mis-statements, which have been current lately. It has been said that the scheme now to be proposed has been invented by certain speculators for the purpose of influencing the market; that it is not intended to materialize; that if it does materialize it will not pay; and that even if it pays you can expect no return for at least four years. Every one of these statements is untrue. The scheme owes its inception to Mr. A. M. Marshall, and has been elaborated by him in consultation with some of the keenest business men in the place. Since his election to the Board, Mr. Marshall has been very active in our interests, and as his own business has made him aware of the pressing need for more facilities for the discharge and storage of cargo, he has conceived the idea of benefitting the shareholders of this Company by showing them how they can make a profit by supplying that need. If you pass the amended resolution the scheme will rapidly take concrete form, and I shall shortly lay before you figures showing that there need be no fear of failure. Above all things I wish to make it clear that this is an honest scheme. Past experience may have made you a little shy of "definite offers" and the like, but I beg to assure you that this scheme has been taken in hand with the object of benefitting the shareholders of the Dock Company and that no one else will make anything out of it. There is another point I wish to touch on. The letter signed by thirty-eight shareholders was a preliminary proposal intended for the information of the Directors, specifying the business to be transacted at this meeting, as required by paragraph 63 of the Articles of Association. It was not intended to be circulated as an offer to the shareholders, nor to be considered as the definite form of a resolution to be submitted at this meeting. Since the letter was sent in, the promoters of the scheme have been hard at work considering ways and means.

The first idea of offering alternatively cash or scrip has had to be abandoned, in order that the debenture money may be more easily raised. But you will understand that the scrip offered is of higher face value than any cash offered could have been under present circumstances. Now, gentlemen, you are aware that we have certain valuable property that practically gives us no return. The passive policy of letting it alone with the idea that it would increase in value every year may have had something to be said for it in the past, but we consider that

the time has come to do something of a more active nature. So much potential wealth must not be wasted, and it would be altogether unreasonable if our desire to develop our property in the most profitable way were to give rise to antagonism or to the impression that we wish to enter into damaging competition with similar existing institutions. There are three ways in which this property might be dealt with. Under happier circumstances it might be used in the extension of our present business; but conditions I need not enlarge upon do not encourage this plan; besides, we have other land available for that. We might sell it outright for cash if we could secure a suitable offer. There are those who are anxious to obtain the property at their own figure, and who think that by waiting long enough they will succeed. In this I hope you will show they are mistaken. They would only purchase to make a profit out of the deal, and it would seem the wisest plan to dispose of it to ourselves and make the profit ourselves. This is what is intended by the scheme submitted to you to-day. It is proposed to develop this valuable property in such a way that the shareholders of the Dock Company will get the full benefit without being called upon to put their hands into their pockets. And that is the way it is proposed to carry out the idea. A new Wharf and Godown Company, entirely separate from the Dock Company, will be floated with a capital of Tls. 1,750,000 in 71,200 shares of Tls. 25 each, 55,200 fully paid-up shares will be allotted to the Dock Company, and will represent a payment of Tls. 1,350,000 for the Old Dock and for 110 mow of waste land between the Cosmopolitan and International Docks. The remaining 16,000 shares will not be issued until the business of the new Company justified or demand more capital. The actual cash for developing the property will be provided by means of 7 per cent debentures to the amount of Tls. 1,220,000 to be issued as funds are required; and the placing of these debentures will be the work of the Committee to be nominated by you. I am authorized to say that, once you have given the Committee the necessary authority, there will be no difficulty in this matter. The first question we have to ask ourselves is whether the amount to be raised by debentures will be sufficient to develop the property. Three independent sets of estimates have been drawn up, and we have selected figures rather in excess of the highest, so as to be on the safe side. We find that Tls. 400,000 will cover the cost of building six four-storied godowns on the Old Dock property, fully equipped with electric lifts, electric light, water supply, hydrants, etc., as well of partially filling in the Dock, leaving a space for lighters to enter and discharge. The expenditure on the Cosmopolitan property will be Tls. 600,000, and will provide six four-storied godowns, together with wharves, rails, trucks, cranes, lifts, etc. This makes a total expenditure of Tls. 1,000,000 and leaves us with Tls. 22,000 for interest and contingencies. The next question to be considered is whether the enterprise will pay, and I may say that we have already received assurances of a considerable volume of business. In the Old Dock we shall have storage space for 2,700,000 cubic feet of cargo. The current rate for storage appears to average over one and a half pence per cubic foot. I admit that this is a rough approximation. Charges are made by the picul, cask, case, bale, cubic foot, etc., but I assume that they all bear some relation to the space occupied. I have here a list of charges, and judging from the rates per cubic foot, the average I have taken seems fair. Now assuming that our space is only half occupied and that the rate is only three-quarters of a pence per cubic foot, the Old Dock property should earn Tls. 121,500 per annum. On the other side we shall have storage space for about 3,600,000 feet, which on a similar basis of calculation should earn Tls. 162,000 per annum, or a total for the two properties of Tls. 283,500. As the working expenses would be more than covered under ordinary circumstances by the dues paid by steamers, and by the storage in the open of coal, timber, old iron and other cargo, this would be sufficient, after paying the interest on the debentures, to allow a dividend on the shares of over 14 per cent. This, gentlemen, is the scheme we propose for the development of part of your unremunerative property, and it rests with you to decide whether you will sanction it. It will deduct nothing from the dividends you receive from the Dock Company, as the earnings of the Docks will not be lessened. Giving up the Old Dock will be a saving, not a loss of income, and the 110 mow of land on the other side brings you in nothing. On the other hand the scheme promises a handsome dividend which cannot be earned under present conditions. The criticisms of the scheme that I have heard can be easily disposed of. There are still people in Shanghai who do not realize the pace at which the trade of the place continues to grow and they argue that only the unusual conditions of the past year are responsible for the large profits lately made in godown business. They forget the number of men, by no means foolish, who have considered it to their advantage to erect godowns in various parts of the Settlement, and they forget the influence likely to be exercised by the work of the Conservancy Board and by the extension of the railway. Neither do they seem aware of the difficulties at present experienced by shipowners in finding accommodation for the discharge and storage of cargo. Judging from the past and looking to future expansion, it seems a safe prophecy that your property, if developed as suggested, will double in value within ten years. I think you may be sure of it, if we do not like the scheme in hand, others will do so and will make the profits we ought to secure for ourselves. An argument against the scheme is that the shareholders will raise antagonism in certain quarters and alienate business from the Dock Company. This seems rather far-fetched, as the business of the Dock Company depends on a management which gives good work for reasonable prices and shows a proper energy in securing patronage. Moreover, by advertising the land for sale the Directors have shown that they recognize the advisability of disposing of it, and the use we propose to put it to is probably what any purchaser would do with it. Further, doubts are expressed as to whether the debenture money can be raised and about the payment of the interest.

[Continued on page 6.]

## KINDNESS REPAID.

## THEFT OF A TYPEWRITER.

George E. Steel, an American, was arraigned before Mr. C. A. D. Melbourne, this morning, at the Police Court, on a charge of stealing an Underwood typewriter valued at \$350, the property of the Oriental Construction Company, in the instant; and D. Meyer was charged with receiving the said typewriter, well knowing it was stolen, and pawning it.

The first defendant denied the charge of theft, while the second defendant averred that he did not know the typewriter was stolen when he took it to the pawnshop.

Evidence was led. A representative from the Oriental Construction Company said that the first defendant was allowed the use of the typewriter in his office at all times when the machine was not being used. He had been using it for some time. Last week witness went to Canton, and on his return he found the typewriter missing. He wrote to Steel about it, but received no reply. He went in search of Steel, and after some days found him in a local tavern. He inquired of him where the typewriter was and he was told that it was pawned. He then asked Steel to go with him to the police station, which he did willingly. At the station Steel said that he gave the typewriter to Meyer, who pawned it for \$50. This led to Meyer's arrest.

The pawnbroker was called and he recognised Meyer as the person who pawned the typewriter. Meyer on the other hand satisfied the Court that when he took the machine from Steel he thought the machine was Steel's property.

His Worship found Steel guilty of theft and sentenced him to three weeks' hard labour, while Meyer was discharged.

## THE WANCHAI BRAWL.

## JAPANESE PLEADS GUILTY AND IS CONVICTED.

The case against the three Japanese, of Hillside Terrace, Wanchai, who were charged with knocking one of their compatriots on the 27th ultimo, and who were held by the police pending the arrival of news from the Government Civil Hospital as to the wounded man's condition, was yesterday concluded at the Police Court. The complainant, one Gisaburo Abata, although suffering from multiple knife wounds, had recovered sufficiently to leave the hospital. The complainant and defendants and a number of other Japanese, it will be remembered, were having a drinking bout in their house. Before many hours had passed three bottles of whisky and a good many bottles of beer were consumed. After this quarrel ensued and the defendants were alleged to have attacked complainant with knives. Streaming in blood the complainant made his way into the street, where he was met by a policeman, who took him to No. 2 Police Station, and the defendants were later arrested. Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appeared for one of the defendants, who admitted the charge. The other defendants denied everything. Mr. Grist begged for a light sentence, averring that the man was drunk at the time. Mr. C. A. D. Melbourne, who heard the case, fined the first defendant \$25, the remainder being discharged.

## COMMERCIAL.

## TO-DAY'S INTELLIGENCE.

Buyers:—National Banks \$47, Hongkong \$331, China \$95, 11K, C. and M. Steamships \$27, Shell Transports, 31/2, Dairy Farms \$17, Electric \$15, Tramways \$215. Sellers:—Unions \$775, Cantons \$300, Indochina \$73, China and Manila \$23, Douglas \$50, China Sugars \$145, Raubs \$94, Hongkong Docks \$151, Kowloon Wharves \$90, Hongkong Lands \$105, West Points \$50, Cottons \$13, China Borneo \$10, China Providents \$9.25, Cements \$19, Ices \$236, Ropes \$23, China Light and Power \$10, A. S. Watsons \$127, Powells \$8. Sales:—Hongkong Banks \$817, Watsons \$124. Nominal:—Shanghai Docks Tls. 104, Hongkew Wharfs Tls. 232, Hongkong Hotels \$112, Humphreys Estates \$114.

## TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	2/3 1/2
Do demand	2/3 7/16
Do 4 months' sight	2/3 15/16
France—Bank T.T.	2/8
America—Bank T.T.	55 1/2
Germany—Bank T.T.	2/4
India T.T.	170 1/4
Do demand.	
Shanghai—Bank T.T.	171
Do	172 1/2
Singapore T.T.	2 1/2 p.m.
Japan—Bank T.T.	112
Java—Bank T.T.	138
Buying.	
4 months' sight L/C.	2/4 1/2
6 months' sight L/C.	2/4 5/16
30 days' sight San Francisco & New York.	56 1/2
4 months' sight	57 1/2
10 days' sight Sydney and Melbourne	2/4 1/2
4 months' sight France	2/4 1/2
6 months' sight Germany	2/4 1/2
4 months' sight Germany	2/4 1/2
Bar Silver	32 1/2
Bank of England rate	8 1/2
Sovereign	8/6

## To-day's Advertisement.

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOTS-POSTE FRANCAIS.

## FOR SHANGHAI, KOBE AND YOKOHAMA.

## THE Company's Steamship

## "ERNEST SIMONS,"

Captain Bourdon, will be despatched as above, on or about MONDAY, the 12th instant.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 6th November, 1906.

## Intimations.

## THE ROBINSON PIANO CO., LD.,

ARE SHOWING

## HIGHEST CLASS PIANOS,

BY THE LEADING MAKERS OF THE WORLD.

Steinway,

Bechstein,

Bluthner,

Winkelmann,

Collard &amp; Collard,

Hopkinson,

Hauke,

Krauss, &amp;c.

CASH OR CREDIT,

OR ON HIRE FROM \$10 PER MONTH INCLUSIVE.

Hongkong, 22nd August, 1906.

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## TO INVESTORS.

There is no better investment than obtaining OUR

## CLUB.

The always popular Whisky. A blend not excelled in the East. Worth twice the money quoted.

PRICE:

Per Case - - \$14.00

## MIX WITH TANSAN.

H. PRICE &amp; CO.,

WINE MERCHANTS,

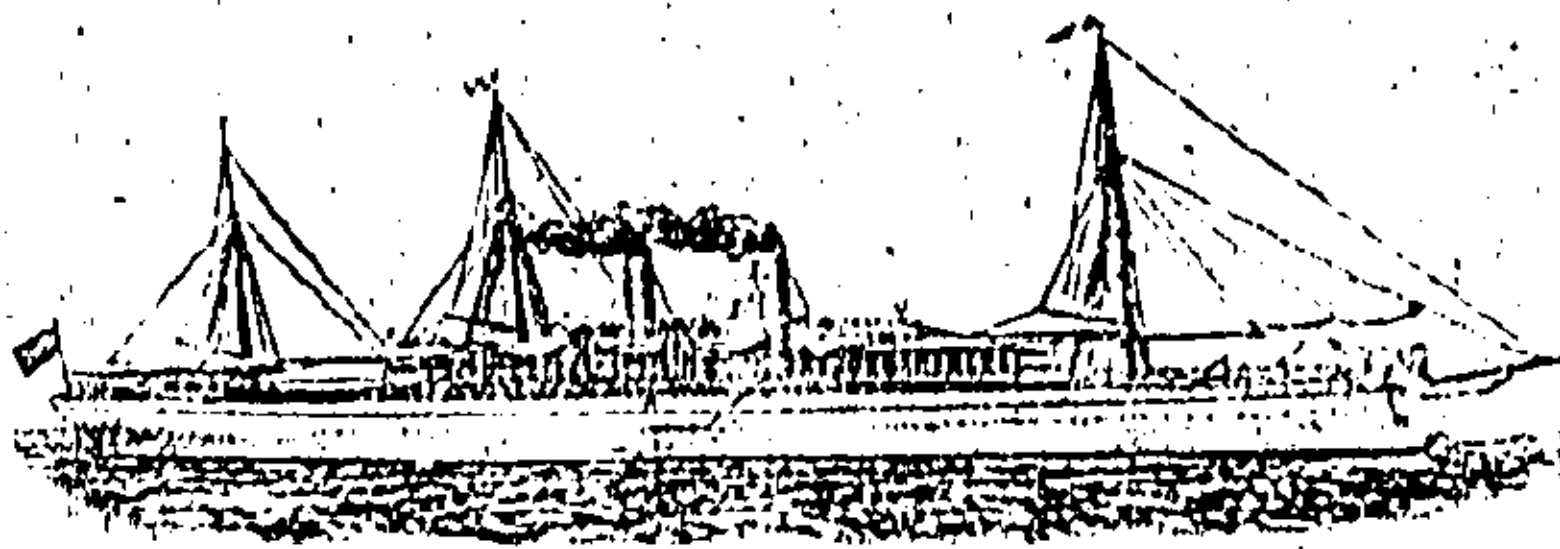
12, QUEEN'S ROAD CENTRAL.

Telephone No. 235.

Hongkong, 24th October, 1906.

41

## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

## Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF INDIA"	5,000	THURSDAY, November 22	December 10
"ATHENIAN"	3,882	WEDNESDAY, November 28	December 22
"EMPRESS OF JAPAN"	6,000	THURSDAY, December 20	January 7
"MONTEAGLE"	6,163	WEDNESDAY, December 26	January 19
"TARTAR"	4,425		
"EMPRESS OF CHINA"	6,000		

"EMPRESS" steamers will depart from Hongkong at 4 P.M.  
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBÉ, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec by the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 21 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 60. Via New York 62.  
Hongkong to London, Intermediate on  
Steamers, and 1st Class on Railways 440. 442.  
R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate"  
Passengers only, at intermediate rates, affording superior accommodation for that class.  
Passengers Booked through to all points and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,  
Military, Diplomatic and Civil Services, and to European Officials in the Service of China  
and Japan Governments.  
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage,  
apply to  
H. W. CRADDOCK, Acting General Agent,  
H. W. CRADDOCK, 25th October, 1906.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI VIA SWATOW	TUNG SANG	WEDNESDAY, 7th November, 4 P.M.
MANILA	FUEN SANG	FRIDAY, 9th November, 4 P.M.
SHANGHAI	HANG SANG	FRIDAY, 9th November, 4 P.M.
SAMARANG and SOERABAYA	HONG SANG	SATURDAY, 10th November, 3 P.M.

Taking Cargo on through Bills of Lading to, Chefoo, Tientsin, Newchwang and Yangtze Ports.  
\* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 6th November, 1906.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
AMOY, MANILA, CEBU and ILOILO	"KAIFONG"	8th November.
SHANGHAI	"KIUKIANG"	9th "
TIENTSIN	"KWEICHOW"	10th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	12th "
MANILA	"TEAN"	14th "

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 6th November, 1906.



## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 10th Nov., at Noon.
RUBI	2540	R. Almond	"	SATURDAY, 17th Nov., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 3rd November, 1906.



## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	About
"BRAEMAR"	16th November.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 3rd November, 1906.

## Shipping—Steamers.

## HAMBURG-AMERIKA LINIE.

## PASSENGER SERVICE.

BY the new steamers, "RHENANIA," "HABSBURG," "HOHENSTAUFEN" and the "SCANDIA" and "SILESIA." The steamers are specially built for the tropics and have luxurious Passenger accommodation first class. Cabins Amidships, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewardesses carried. Laundry on board. Return tickets issued at reduced rates for two years' available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

## NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBÉ, YOKOHAMA, TSINGTAU, CHEFOO AND TIENTSIN VIA SHANGHAI.

Steamship	Capt.	Leave	Arrive
RHENANIA	v. Hoff	7th November.	
HOHENSTAUFEN	Jaeger	2nd December.	
SILESIA	Baile	2nd January.	
SCANDIA	v. Doehren	1st February.	
HABSBURG	Filler	4th March.	
RHENANIA	v. Hoff	3rd April.	

## NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.

Steamship	Capt.	Leave	Arrive
RHENANIA	v. Hoff	24th December.	
HOHENSTAUFEN	Jaeger	11th January.	
SILESIA	Baile	8th February.	
SCANDIA	v. Doehren	22nd March.	
HABSBURG	Filler	5th April.	
RHENANIA	v. Hoff	17th May.	
HOHENSTAUFEN	Jaeger	14th June.	
SILESIA	Baile	12th July.	

## FREIGHT SERVICE.

## NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBÉ & YOKOHAMA, RHENANIA 7th November.  
FOR SHANGHAI, KOBÉ & YOKOHAMA, ANDALUSIA 13th November.  
FOR SHANGHAI, KOBÉ & YOKOHAMA, AMBRIA 26th November.  
FOR SHANGHAI, KOBÉ & YOKOHAMA, HOHENSTAUFEN, 2nd December.

## NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Copenhagen, Lisbon, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Paris in the Levant, Black Sea and Baltic Ports, North and South American Ports. Also via Aden or Port Said by the Arabic Persian Service to Arabian and Persian Gulf Ports.

FOR	STEAMSHIP	DATE
FOR ANTWERP AND HAMBURG	TEUTONIA	8th Nov.
FOR HAVRE, BREMEN and HAMBURG	BRISGAVIA	15th Nov.
FOR HAMBURG	SEGOVIA	24th Nov.
FOR HAVRE, ANTWERP and HAMBURG	SITHONIA	30th Nov.
FOR NAPLES, HAVRE, BREMEN & HAMBURG	RHENANIA	14th Dec.
FOR HAVRE and HAMBURG	C. FERD. LAEISZ	22nd Dec.
FOR HAVRE and HAMBURG	ANDALUSIA	28th Dec.
FOR NAPLES, HAVRE, BREMEN & HAMBURG	HOHENSTAUFEN	1st Jan.
FOR HAVRE and HAMBURG	ALESIA	25th Jan.
FOR NAPLES, HAVRE and HAMBURG	SILESIA	8th Feb.

Hongkong, 5th November, 1906. [954]

## "SHIRE" LINE OF STEAMERS.

## FOR LONDON AND ANTWERP.

THE Steamship  
"MERIONETHSHIRE"  
will be despatched for the above Ports, on or about the 15th of November, and will be followed by the Steamship  
"FLINTSHIRE"  
on or about the 20th November.

For Freight and Passage, apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 16th October, 1906. [1011]

## THE ORIENTAL PACIFIC LINE.

## FOR SAN FRANCISCO VIA PORTS.

THE Steamship  
"DAKOTAH"  
will be despatched for the above Ports, on or about the 21st November, 1906.

For Freight and further particulars, apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 24th October, 1906. [1034]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,  
(Calling at Manila, Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

## THE Steamship

## "EASTERN."

Captain McArthur, will be despatched for the above Ports, on SATURDAY, the 1st December, at Noon.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.  
M.J.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 30th October, 1906. [1052]

## TOYO KISEN KAISHA.

## SOUTH AMERICAN LINE.

Regular Steamship Service between HONGKONG, SALINA CRUZ, CALLAO and IQUIQUE, VIA JAPAN PORTS. Will be sent to VALPARAISO if sufficient inducement.

## THE Steamship

"KASATO MARU," 6,000 tons.  
Captain W. E. C. S. Filmer, will be despatched as above, middle of December.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For further information, apply to  
K. MATSUDA,  
Manager,  
York Building,  
Hongkong, 4th October, 1906. [848]

## Intimation.

## THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,  
HONGKONG.

CABLE ADDRESS:—Telegraph, Hongkong.

THE leading English Newspaper in China  
Also widely circulated in Japan, Cochinchina, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

## ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

## DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages. At each insertion in the Daily and Weekly.

## CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

## JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

## PROGRAMMES.

## PAMPHLETS.

## CARDS.

## CIRCULARS.

## EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

## THE HONGKONG TELEGRAPH.

## OFFICE.

Estimates given for all classes of work on application to

## THE MANAGER.

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,

Hongkong.

## THE SHANGHAI DOCK AND ENGINEERING CO., LTD.

[Continued from page 5.]

The answer is that inquiries have made it clear that the Committee will be able to get what is wanted, that we shall shortly be able to pay the interest out of earnings and that we shall have ample funds to meet the interest before that time arrives. You must not be led away by the wild talk indulged in by interested parties who say that nothing can be earned for at least four years. The Old Dock property should be completely developed in twelve or at most fifteen months, and eighteen months will be sufficient to develop the property on the other side. I am told that we can begin to earn something before everything is completed. The objection that if we wait longer we shall get more for the land appears to me particularly futile. The result of offering the land for sale shows that the present offer is favourable, and it would be foolish to wait an indefinite period in the hope of getting an extra lakh or two when we can send up the value of the property immediately by developing it, and earn a handsome dividend into the bargain. You must not forget that capital at 7 per cent doubles itself in about ten years, but there is no prospect of our land, if left undeveloped, increasing in value at that rate. I wish strongly to impress upon you that if you pass this resolution you will simply authorize the proposed Committee to carry out the project if they find it feasible. Without your authority they can do nothing; for instance, they cannot make arrangements for placing the debentures. We pledge ourselves that at the Confirmatory Meeting the Committee will present a full report in which they will inform you whether the estimates of expenditure are within the mark, whether the profits expected are likely to be realized, and whether the debenture money can be raised without any difficulty. If you are not satisfied with the report, or if in the meantime a better offer has been received, you need not confirm your decision of to-day and you will have lost nothing. On the other hand, if you pass the resolution, you will obviously be in a much stronger position for dealing with any offer that may come along. There is some vague talk of expected offers, and you will make it clear that they must be better than £1,380,000. In other words you start competition which is healthy, and under any circumstances the report of the Committee will be an excellent advertisement as it will show what can be done with your property. Gentlemen, we are passing through hard times. Our shares show a serious depreciation and our dividends have fallen. It is time we did something to help ourselves by pulling together. This is an honest and practicable scheme which men well able to judge are convinced will be very profitable, and the opposition to it in certain quarters shows that success is anticipated. Seeing that you will have an opportunity of reversing your decision at the Confirmatory Meeting, if not entirely satisfied with the report of the Committee, I urge you to give it a chance and to see what the able and experienced men to be nominated under the next resolution can do for you. (Applause.)

Sir Charles Dudgeon—Mr. Chairman and gentlemen. I have much pleasure in seconding the amendment proposed by Mr. Taylor. You have heard the very full manner in which he has explained the scheme, and it is therefore not necessary for me to say anything further. I would like to say it seems to me that seeing the amount of dead assets which we hold in this company that it is a business-like proposition that we ourselves should take up the question of developing these dead assets, for the benefit of the shareholders in this company. That seems to me a perfectly sound business proposition. I have nothing more to say but that I second the amendment.

The Chairman—Has any gentleman got anything to say?  
Mr. Holliday—I rise in support of Taylor's amendment to the resolution. He and Sir Charles Dudgeon have already dealt so fully with the matter that there does not appear anything left for me to say by way of elucidation. This I would like to say. I have been into the matter somewhat closely with the promoters and, as Mr. Taylor will tell you if you ask him, all the awkward questions a misplaced ingenuity could suggest. In the end I had to admit that taken all round the scheme was sound and feasible. At any rate one thing was perfectly clear; it was no device on the part of the bulls or bears to boost up or to run down the shares of the company, but a business-like and genuine attempt to turn a non-dividend earning asset into a dividend-paying one. We ought to look at the matter in the dual capacity of prospective shareholder in the new company and shareholders in the Dock Company. Really and truly our interests are so identified that it is impossible to distinguish between them. Now as to the scheme itself. As far as my limited experience goes there is room for another godown company in Shanghai, and I believe one which will take for its motto civility and efficiency is tolerably sure of success. (Applause). Of course in a commercial undertaking there is always a risk, and we shall no doubt have our lean years as well as our fat ones. But I cannot help thinking that a fair return of capital over a series of years is practically certain. I should like to emphasize the point that, granted a new godown company is to be started, we are the people of all others at the present moment best suited to start it. We have already got our shares in the Dock Company, and we shall continue to get a return on them, perhaps of 15s. 18 or 20 a year (laughter) so we can wait for the completion of the development of the property in a way that others, who had to pay for their shares in cash, would be unable to do. When the development is completed we shall still be getting our 15s. 18 or 20 on the Dock and in addition whatever dividends the new company may earn. In conclusion I commend Mr. Taylor's amendment to your favourable attention. (Applause.)

Mr. A. L. Anderson—There is one thing that Mr. Taylor did not make quite clear in his



## Mails.

MESSAGERIES  
MARITIMES  
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, CALCUTTA,  
BOMBAY, ADEN, DJIBOUTI,  
EGYPT, MARSEILLES,  
LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The B.S. "AUSTRALIEN."  
Captain Lemonnier, will be despatched for MARSEILLES on TUESDAY, the 13th November, at 1 P.M.

This steamer connects at Colombo with the Australian line S.S. Sydney bound for Marseilles via Bombay and Aden.  
Passage tickets and through bills of lading issued for above ports.  
Cargo also booked for principal places in Europe.

Next sailings will be as follows:—  
S.S. TONKIN ..... 27th November.  
S.S. ERNEST SIMONS ..... 11th December.  
S.S. POLYNESIE ..... 25th December.  
S.S. CALEDONNIEN ..... 8th January.  
S.S. SALAZIE ..... 22nd January.  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 31st October, 1906. [11]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA,  
INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH  
AND LONDON.  
(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL AMERICA  
AND SOUTH AFRICAN PORTS.)

The Steamship

"DELTA,"  
Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 17th November, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Maclagan*, 6,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.  
Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Maclagan* due in London on the 29th December.  
Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 3rd November, 1906. [14]

## Intimations.

## CUTLER, PALMER &amp; CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY

Per Case.  
\$22.50

WHISKY, PALL MALL

JOHN WALKER & SONS' OLD HIGHLAND.

C. P. & CO'S SPECIAL BLEND

PORT WINE, INVALIDS

DOURO

SHERRY, AMOROSO

LA TORRE

BENEDICTINE, D.O.M.

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905. [13]

## ACHEE &amp; CO.

ESTABLISHED 1859.

FURNITURE,

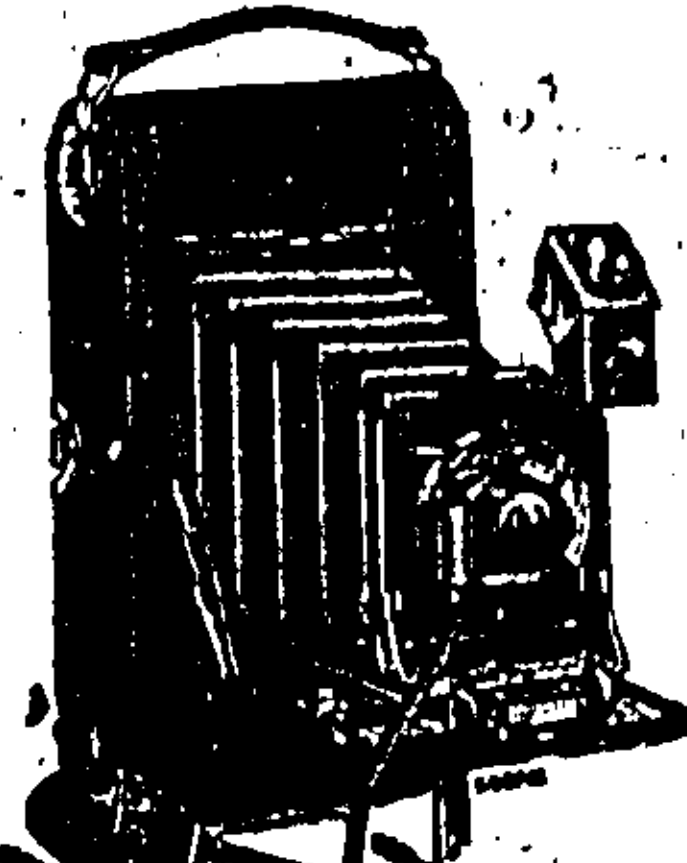
DEPOT

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.

Telephone 256.



EASTMAN'S

KODAKS, FILMS,

AND  
ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.  
Hongkong, 14th May, 1907. [10]

## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT LAST QUOTATION. BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000	\$1,712,472	\$1.15/- @ Ex. 2/11 = \$16.47 for first half-year 1906	5 1/2 %	\$87 1/2 London 495
National Bank of China, Limited	99,925	£7	£6	\$20,000,000	\$74,099	\$2 (London 3/6) for 1905		\$47 buyers
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,675,000	\$733,638	\$20 for 1905	6 1/2 %	\$300
North China Insurance Company, Limited	10,000	£15	£5	£110,000	Tls. 185,529	Final of 7/6 making 15/- for year ended 30.6.1906	6 %	Tls. 85 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,000,000	\$2,702,371	Interim div. of 15/- for 1905	4 1/2 %	\$775 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$7,000,000	\$508,334	\$15 and \$3 special dividend for 1904	2 1/2 %	\$170 sellers
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$2,000,000	\$344,098	\$6 for 1904	6 1/2 %	\$95 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$2,000,000	\$422,618	\$25 for 1904	7 1/2 %	\$332 1/2 buyers
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$6,000	\$6,563	\$14 for 1905	6 1/2 %	\$23
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$250,000	Nil	\$24 for year ended 30.6.1906	6 1/2 %	\$40
Hongkong, Canton & Macao Steamboat Co., Ltd.	70,000	\$15	\$15	\$600,000	\$5,464	\$1 for 1st half-year 1906	7 1/2 %	\$27 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£280,000	£2,452	10/- @ ex. 2/11 9/16 = \$1.69	6 1/2 %	\$73 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 20,000	Tls. 43,156	Interim div. of Tls. 2 1/2 a/c 1906	9 %	Tls. 56 sales
Shell Transport and Trading Company, Limited	2,000,000	£1	£1	£40,000	£707,815	1/- (Coupon No. 6) for 1905	4 %	Tls. 503 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$10,000	\$218	\$1.50 for year ending 30.6.1906	5 1/2 %	\$26
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 305,479	Tls. 48,000	Interim div. of Tls. 2 account 1906	8 %	T. Tls. 50 sellers
<b>SUGAR.</b>								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$850,000	\$40,914	Final of \$15 making \$25 for 1905	17 1/2 %	\$145
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$86,129	\$132,588	\$1 for 1907		\$22
Serak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 24 for year ending 30.6.1906		Tls. 83 sellers
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£110,000	£12,546	Final of 1/- (No. 7) making 2 1/2 for year ended 28.2.06	7 %	Tls. 9 1/2 sellers
Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	none	G. \$99,050	Final of 50 cents making G. \$1 for 1905	7 %	G. \$14
Australian Gold Mining Company, Limited	50,000	£1	£1	£4,873	£8,745	No. 12 of 1/- 48 cents		\$91
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$70,000	\$8,915	\$1 for 1905	6 1/2 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$50,000	\$20,040	\$24 for a/c 1906	6 1/2 %	\$90
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$10,500	\$32,087	\$6 for first half-year ending 30.6.06	8 %	\$152 sellers
New Amoy Dock Company, Limited	10,000	\$61	\$61	\$88,000	\$2,221	\$1 for 1905	6 1/2 %	\$161
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	8 %	Tls. 104
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 57,065	Interim div. of Tls. 8 on account 1906	6 1/2 %	Tls. 227 1/2 sellers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	8 1/2 %	Tls. 220 buyers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	none	none	First year		Tls. 102
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$30,000	\$8,418	\$3 for year ended 30.6.1906	10 1/2 %	\$28 1/2 buyers
Central Stores, Limited	6,000	\$15	\$15	none	\$4,719	\$2.40 on \$12 for 1905	13 1/2 %	\$18 buyers
Do. (new issue)	10,000	\$15	\$15	none		7 % on \$7 1/2 for 1905		\$15 1/2 buyers
Do. (Founders')	123	\$15	\$15	none		None		\$300 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$68,075	\$10,057	\$5 for first half-year for 1906	9 %	\$112 1/2
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$10,000	\$67,839	Interim div. of \$3 1/2 account 1906	6 1/2 %	\$105
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	Tls. 19,283	Tls. 1,935	Final of 6 % = 10 % for 1905	16 1/2 %	Tls. 153 buyers
Hotel Metropole Company, Limited	2,000	\$100	\$100	none	\$4,699	Final of \$6 making \$10	12 1/2 %	\$80 sellers
Humphreys Estate & Finance Company, Limited	10,000	\$10	\$10	\$208,386	\$5,070	80 cents for 1905	7 %	\$11 1/2 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$574	\$24 for 1905	6 1/2 %	\$39
Shanghai Land Investment Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 850,491	Tls. 52,104	Tls. 3 for half-year 1906	5 1/2 %	Tls. 98 sellers
Do. (new issue)	26,000	Tls. 50	Tls. 50	Tls. 170,000		Interim div. of \$2 account 1906	8 %	Tls. 57 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$772			\$50
<b>COTTON MILLS.</b>								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.0.1905	11 %	Tls. 724 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	15,000	\$10	\$10	\$10,000	\$21,660	\$1 1/2 for the year ending 31.7.06	9 1/2 %	\$13
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 100,000	Tls. 18,718	3 % a/c 1898		Tls. 70 buyers
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 30,760	Tls. 8 for 1905	9 1/2 %	Tls. 85 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 18,456	Tls. 35,986	Tls. 25 for 1905	7 1/2 %	Tls. 325 buyers
<b>MISCELLANEOUS.</b>								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	none	\$1,066	\$7 for 1905	2 %	\$101 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£814	\$850	1 1/2 per share for 1905	8 1/2 %	\$7 sellers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$9,000	\$1,097	\$3 for 1905	9 1/2 %	\$32
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil	\$1 for 1904		\$10
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	16 1/2 %	Tls. 60 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$1,219	60 cents for year ended 28.2.06	6 %	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$5,000	\$1,511	80 cents for 1905	8 1/2 %	\$94
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$5,000	\$2,864	\$1.20 for year ending 31.7.1905	7 %	\$17 buyers
Green Island Cement Company, Limited	200,000	\$10	\$10	\$40,000	\$52,291	Int. div. of 75 cents for 1-year ended 30.6.06	10 1/2 %	\$19
Hall & Holtz, Limited	21,000	\$20	\$20	\$126,000	\$20,893	\$4 for year ending 28.2.06	10 %	\$24 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$2,568	\$1.00 for 10 months ending 28.2.06	8 %	\$15 sa. & buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$2,796	1st div. of \$20 for 10 months ending 18.10.05	10 1/2 %	\$215 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$50,000	\$3,776	Int. div. of \$4 for 1-year ended 30.6.06	8 %	\$26
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$50,000	\$5,813	\$9 for 1905 on 5 shares	7 1/2 %	\$23 sales
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$5,000	\$88	Final of 1 cent making 1 1/2 for the year	10 1/2 %	\$6 buyers
Maatschappij tot Exploitatie van Landbouw-plantsoenen in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500	Tls. 37,653	Third interim div. of Tls. 7 1/2 making Tls. 22 1/2 so far a/c yr. ended 31.10.06	9 1/2 %	Tls. 232 1/2 buyers
Philippine Company, Limited	67,500	\$10	\$10	none	Tls. 34,374	None		\$5 buyers
Shanghai Gas Company, Limited (old)	16,000	Tls. 50	Tls. 50	Tls. 45,000	Tls. 11,017	Interim dividend of Tls. 31 account 1906	6 1/2 %	Tls. 110 buyers
Do. (new)	8,000	Tls. 50	Tls. 50	Tls. 105,000		1906		Tls. 106 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 9,751	Tls. 6 for 1904	12 1/2 %	Tls. 49 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 37,000	Tls. 2,753	Interim div. of Tls. 5 account 1906	10 1/2 %	Tls. 132 1/2 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820	Tls. 1,452	Interim div. of Tls. 4 on account 1906	5 1/2 %	Tls. 90 sellers
Shanghai Waterworks Company, Limited	8,175	£20	£20	Tls. 190,000	Tls. 85,592	Interim div. of 15/- for 1-year 1906		Tls. 350 sellers
South China Morning Post, Limited	7,200	£20	£20	none		Interim div. of 1/- for 1-year 1906		Tls. 290 sales
Steam Laundry Company, Limited	20,000	\$5	\$5	none	\$1,134	None		\$22 buyers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295	Tls. 1,012	50 cents for year ended 31.5.05	8 1/2 %	\$6
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	Tls. 4,000		Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 105 sellers
Do. (Founders')	100	\$10	\$10	\$5,000	\$752	{ 70 cents } for year ended 31.6.1906	8 1/2 %	\$8
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$300,000	\$7,734	{ 39.90 } for year ended 31.6.1905	7 1/2 %	\$150
William Powell, Limited	15,000	\$10	\$10	\$4,500	\$182	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	10 %	\$12 1/2